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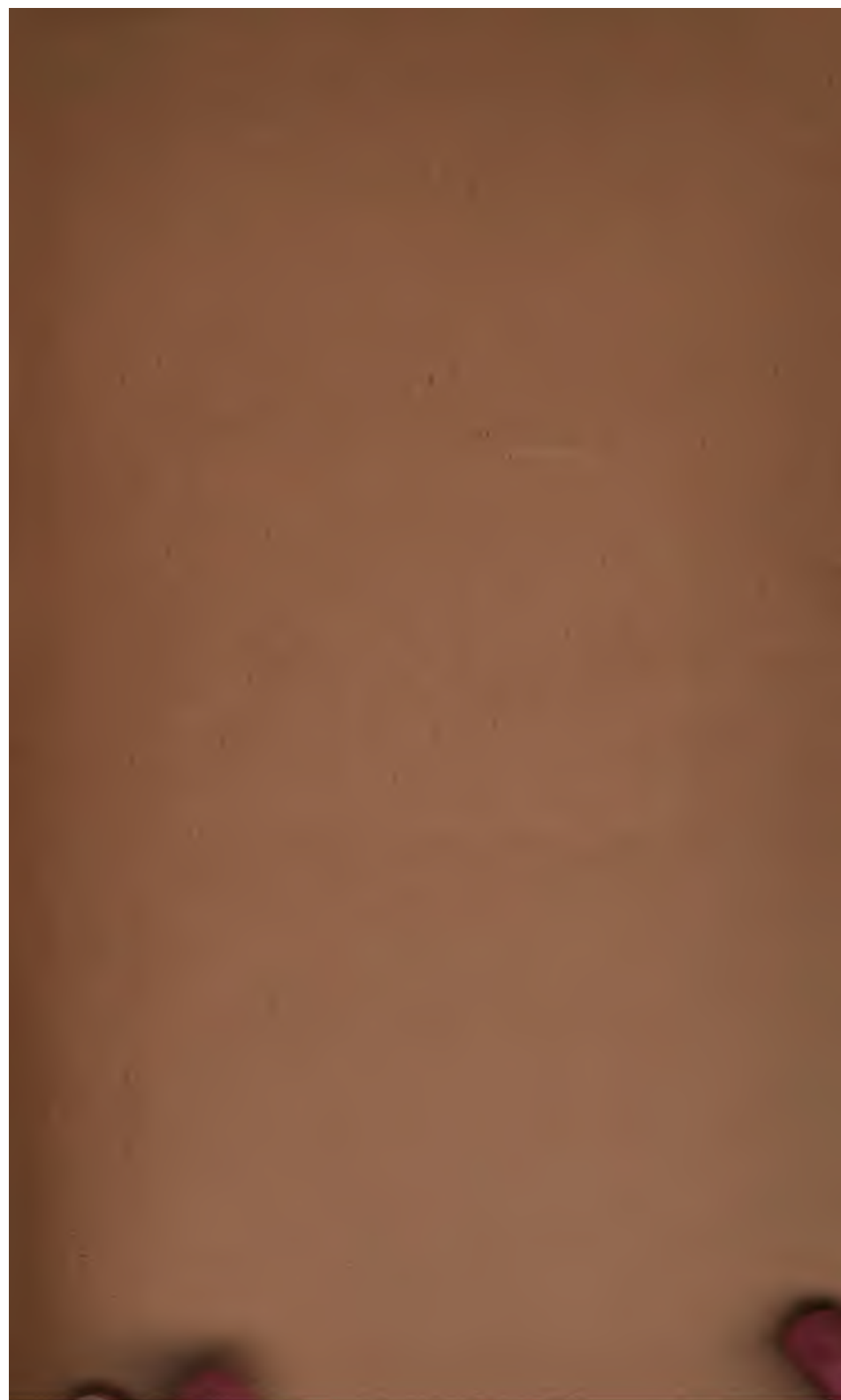
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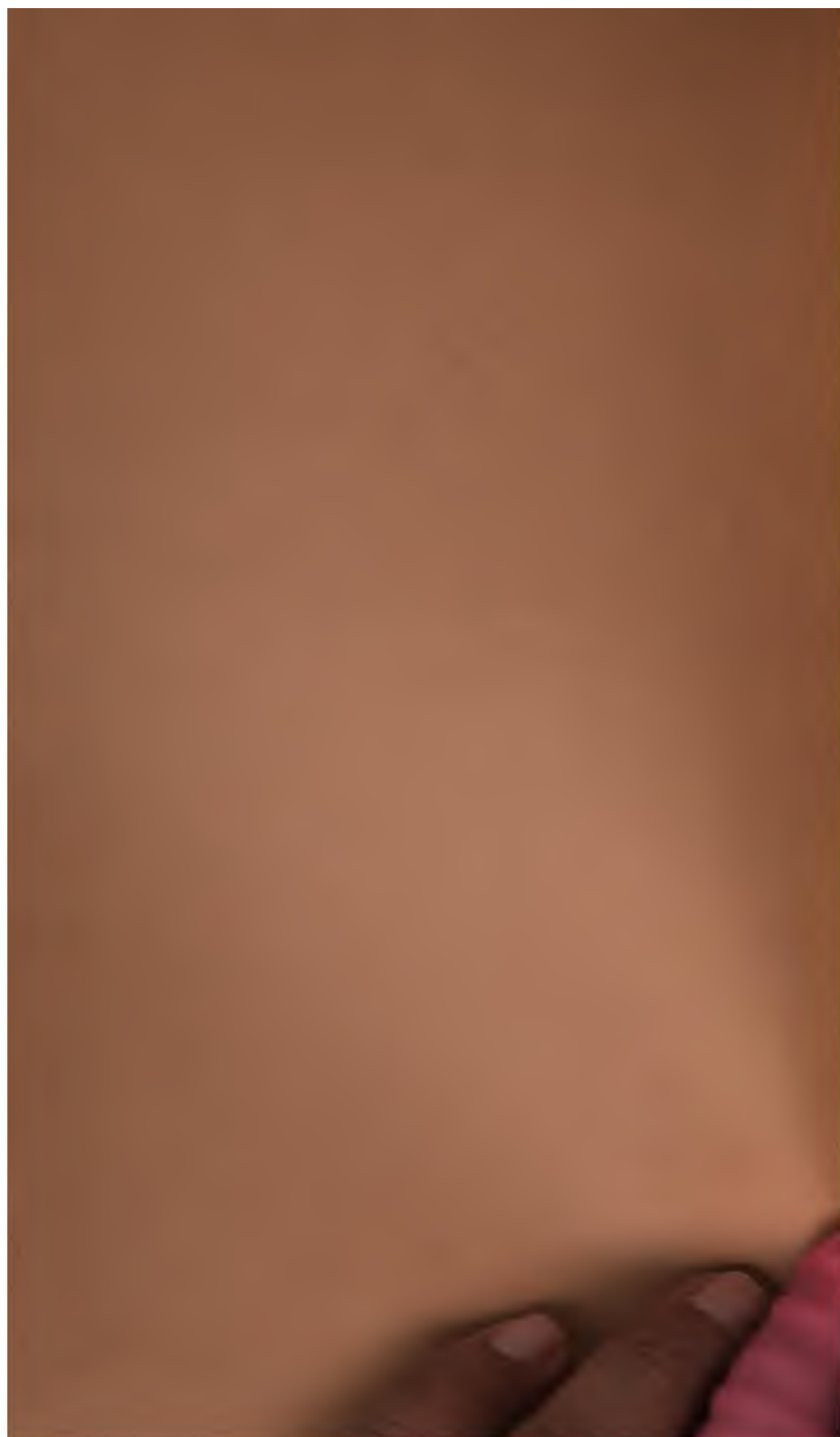
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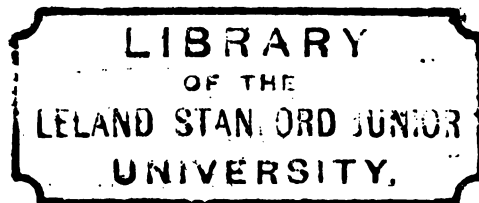




SEVENTH
ANNUAL REPORT
OF THE
RAILROAD COMMISSIONER
OF THE
STATE OF WISCONSIN.

1880.

MADISON, WIS.:
DAVID ATWOOD, STATE PRINTER.
1881.



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ANNUAL REPORT.

STATE OF WISCONSIN,
OFFICE OF RAILROAD COMMISSIONER,
MADISON, January 5, 1881.

To the Honorable WILLIAM E. SMITH, Governor:

SIR: The seventh annual report of the Railroad Commissioner is herewith submitted for your consideration.

To facilitate examination and comparison of the principal features of the returns of the several railroad corporations made to this office, with those of previous years, a series of tables have been prepared to accompany this report, which show the mileage of all the roads operated; the capital stock and funded and unfunded debt of each company, and the amount of each class per mile of road; the cost of the roads and equipment; a general exhibit of the affairs of each company, showing the total income, operating expenses, interest, dividends, rentals, etc., paid; the earnings from passengers, freights, mails, express and all other sources; the number of passengers carried, the distance carried, the earnings per mile and per train mile, and the rate per mile; the number of tons of freight carried, the distance carried, the earnings per mile and train mile, and the rate per ton haul; the earnings and operating expenses per mile and train mile; passenger and freight earnings per mile; the train mileage of all classes of trains; a classified tonnage of freights hauled; an exhibit of the engine and car equipment of each road and a table showing the accidents resulting to passengers, employes and others on each road doing business in this state. A statement of the monthly earnings and expenses of each road operated in this state from 1872 to 1880, also accompa-

Annual Report.

nies the report. A table showing the lines of road in the state built each year, also appears. Appended is a table showing the present bonded indebtedness incurred by the several counties, cities and towns in aid of railroad construction and the amount of the tax levies of 1880, to reduce such indebtedness.

The returns made by the several corporations are unusually complete, and will enable the legislature, or any person having occasion to inquire into the operation of the roads of this State, to obtain about all the information concerning them that could be reasonably desired.

Heretofore the returns have been made for a year ending September 30. Exercising the discretionary authority vested in the Commissioner as to the time of calling for reports, I have changed the date to June 30. This was partly for the purpose of bringing my annual report in harmony with the reports of other States, according to an agreement entered into at a meeting of railroad commissioners, held at Saratoga Springs, June 10, 1879, and partly for the purpose of giving the railroad officials more time to prepare their own reports, thus securing greater accuracy, and also to give the Commissioner more time to tabulate, digest and review the returns received, and have them in readiness for the Legislature early in the session. The first purpose has been fully accomplished; the latter not so completely; for, owing to the extra labor in some of the general offices, resulting from recent consolidations and change in ownerships, the returns from some companies were not received much earlier than formerly, thus curtailing the time I should be glad to have had for digesting the reports.

In comparing the results of the year's operations with those of any previous year, it is to be kept in mind that the railroad year embraced in the present report, is for the year ending June 30, whereas all preceding reports were for the year ending September 30. It has also been found necessary to give the returns for some of the roads in fractions of years, owing to the fact that such roads were under different managements during the year, each company making a report of its own operations. It thus happens that the Chicago, St. Paul, Minneapolis & Omaha is given for one month,

Changes.

it having been operated under that name only for that period, but embracing the operations for the same time of what had previously been known as the Chicago, St. Paul & Minneapolis (formerly the West Wisconsin), the Hudson & River Falls and the North Wisconsin, all of which roads had been absorbed by the new organization. In like manner the Chicago & Tomah, the Galena & Wisconsin, and the Sheboygan & Fond du Lac roads were each operated under one organization for a period of ten months, and under another for two months, the company last named reorganizing at the end of ten months under the name of the Sheboygan & Western Railway Company.

CHANGES.

Since my last report there have been so many changes in the railroad system of the state, not alone in the building of new roads and extending the lines of those that were already in operation, but also in the purchase of short roads and consolidating them with the great trunk lines, and in the changing of the names of other corporations, as to give the railroad map a greatly changed appearance.

The gap between the Galena & Wisconsin and Chicago & Tomah roads, narrow gauge roads in the southwestern part of the state, was closed up last spring, and the roads were transferred to a new organization known as the Chicago & Tomah road, and measures were immediately taken for extending the road from Montfort to Madison, the line between these points to be of the standard gauge. At about the same time a company was also formed for building a road from Madison to Milwaukee. The lines of these roads have been located, the right of way principally secured, and much grading all along the line has already been accomplished, and the rail from Madison west to Verona, a distance of 9.45 miles, has been laid. All of these lines of road, by articles of consolidation filed August 31, 1880, have been consolidated under the name of the "Milwaukee & Madison Railroad." The new road, when completed, will be operated by the Chicago & Northwestern, and will be practically a part of that corporation.

The Sheboygan & Fond du Lac road is now known as the She-

New Construction.

boygan & Western, and has also become a proprietary road of the Chicago & Northwestern.

The Wisconsin Valley road and the Mineral Point road (and its branch known as the Dubuque, Platteville & Milwaukee road) have been acquired by the Chicago, Milwaukee & St. Paul, and now form a portion of the properties of that company. The narrow gauge road, in Richland county, known as the Pine River Valley & Stevens Point Railroad has also been acquired by the same company, and changed to a standard gauge.

The Chicago, St. Paul & Minneapolis, the Hudson & River Falls, and the North Wisconsin have all been merged in one organization, and, in conjunction with the St. Paul & Sioux City and various branches, have become the Chicago, St. Paul, Minneapolis & Omaha Railroad.

The Chippewa Falls & Western Railroad has been leased to the Wisconsin & Minnesota, the new line recently completed between Chippewa Falls and Abbotsford, and both roads are now operated by the Wisconsin Central as a part of a through line between Milwaukee and St. Paul, trackage over the Chicago, St. Paul, Minneapolis & Omaha, from Eau Claire to St. Paul, having been secured.

The Milwaukee & Northern has been purchased at foreclosure sale by the bondholders, and a reorganization of the company under the same name has been effected. The road is operated under lease by the Wisconsin Central.

The Green Bay & Minnesota road is still in the hands of a receiver, by whom it will continue to be operated until it shall pass under a new control by process of foreclosure sale, which, it is expected, will take place the 20th of the present month. /

NEW CONSTRUCTION.

During the year ending December 31, 1880, there have been 233.49 miles of new track laid in this State, a larger amount than for any previous year since 1873 and only excelled but twice (in 1872 and 1873) in the history of the State. The newly constructed roads are credited to the following organizations: The Chicago & Tomah (N. G.) completed the gap between its line and the Galena

New Construction.

& Wisconsin, in Iowa county, early in the season, a distance of 8.00 miles. Both of these roads have been consolidated with a new organization known as the Milwaukee & Madison, and the latter company has completed, as a part of its line, a road from Madison west to Verona, a distance of 9.45 miles. The Wisconsin Central has extended its line from Menasha Junction to Appleton, 2.50 miles, and the Wisconsin & Minnesota, an adjunct of the Wisconsin Central, has built a road from Abbotsford, a point about two miles north of Colby, to Chippewa Falls, a distance of 54.00 miles. The Milwaukee, Lake Shore & Western has completed its Oshkosh branch 11.10 miles and extended its line from a mile north of Tigerton to Wausau, 34 miles. It has also built, on its northern extension, 11.10 miles of road from Eland Junction to Aniwa. The Menominee railroad has been extended from a point on the Menominee River, opposite Quinnesec, to Florence, 11.00 miles, and the organization has been merged in the Menominee River Railroad Company. The Rock River Railway Company has constructed a road from Janesville to Afton, 6.10 miles. Both of the companies last named are proprietary roads of the Chicago & Northwestern. The North Wisconsin, (now a part of the Chicago, St. Paul, Minneapolis & Omaha), has been extended from a point six miles north of Granite Lake to section 18, town 43, range 7, four miles south of Long Lake in Bayfield county, a distance of 54.00 miles. The Eau Claire Railroad Company has constructed a road from the Chicago, St. Paul, Minneapolis & Omaha, to the mills in that city, 2.74 miles, and the Menomonie Railway Company has constructed a branch from the same line to the village of Menomonie, 3.01 miles. Both of these roads are practically a part of the Chicago, St. Paul, Minneapolis & Omaha, by which latter companies the roads are operated. The Chicago, Milwaukee & St. Paul acquired the road bed of the Sugar River Valley Railroad, from Brodhead to Albany, in Green county, and has ironed, and is now operating it, a distance of 7.15 miles. The Janesville, Beloit & Rockford company has constructed a line from Janesville to Beloit, 13.84 miles. This road is also an off-shoot of the Chicago, Milwaukee & St. Paul company, which is operating it and extending it

New Construction.

to Rockford. The Fond du Lac, Amboy & Peoria (N. G.) has extended its line one mile north, and the Black River Railroad Company has about completed a line from Merrilan to Neillsville. Of this road, 13.60 miles in length, 4.50 miles had been ironed on the 31st day of December, 1880.

Assigning each of these newly constructed roads to the organization to which it properly belongs and recapitulating the new mileage, the following appears as the result of the year's work:

Wisconsin Central R. R. —

Menasha Junction to Appleton	2.50	
Abbotsford to Chippewa Falls	54.00	
	<u> </u>	56.50

Milwaukee, Lake Shore & Western —

Oshkosh branch, completed	11.10	
One mile north of Tigerton to Wausau	84.00	
Eland Junction to Aniwa	11.10	
	<u> </u>	55.20

Chicago & Northwestern —

Menominee River to Florence	11.00	
Janesville to Afton	6.10	
From near Montfort to Conley	8.00	
Madison to Verona	9.45	
	<u> </u>	34.55

Chicago, St. Paul, Minneapolis & Omaha —

Menomonie spur	3.01	
Eau Claire spur	2.74	
Six miles north of Granite Lake to Cable	54.00	
	<u> </u>	59.75

Chicago, Milwaukee & St. Paul —

Janesville to Beloit	13.84	
Brodhead to Albany	7.15	
	<u> </u>	20.99

Fond du Lac, Amboy & Peoria —

Extended north	1.00	1.00
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Black River R. R. —

Merrilan toward Neillsville	4.50	4.50
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Total	<u>233.49</u>	
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The Chicago & Northwestern also constructed an extension of its road from Appleton to the water power, 3.63 miles, but as it was finished late in the year 1879, and was not included in the new mileage of last year, it is now credited to that year.

New Construction.

Of the newly constructed road, 9 miles are narrow gauge and 229.49 miles are standard gauge. Of the narrow gauge road which had been previously reported, 119 miles, the Pine River Valley & Stevens Point road, 16 miles, has been converted into a standard gauge road. It thus appears that at the close of the year 1880 there were 3,133.71 miles of road in the state, of which 3,020.71 miles were standard gauge and 112 miles were narrow gauge. There were also reported on the 30th of June, 1880, 325.75 miles of sidings, not including that of the Chicago, St. Paul, Minneapolis & Omaha and the Milwaukee & Northern, which companies made no report of their sidings.

The following companies also have a trackage over other roads to the amount stated, viz.: The Milwaukee, Lake Shore & Western over the Northwestern Union from Milwaukee to Lake Shore Junction 3 6-10 miles; the Milwaukee & Northern (leased by the Wisconsin Central) over the Chicago, Milwaukee & St. Paul, from Milwaukee to Schwartzburg, 9 miles; the Green Bay & Minnesota over the Chicago & Northwestern from Winona Junction to Winona, 23 20-100 miles; and the Wisconsin Central over the Chicago, St. Paul, Minneapolis & Omaha from Eau Claire to St. Paul, 90 miles.

The table showing the mileage of road constructed each year in Wisconsin, since 1850, the year in which the first piece of road was built in this State, is here repeated:

YEAR.	MILES.	YEAR.	MILES.	YEAR.	MILES.
1850*.....	10.00	1861.....	20.00	1872	235.70
1851.....	24.00	1862.....	55.90	1873	405.43
1852.....	36.00	1863.....	.....	1874	88.60
1853.....	18.10	1864.....	69.80	1875	48.47
1854.....	69.60	1865.....	.....	1876	133.43
1855.....	162.64	1866.....	.....	1877	62.34
1856.....	186.10	1867.....	.....	1878	89.30
1857.....	193.30	1868.....	58.90	1879	93.73
1858.....	61.00	1869.....	51.80	1880	233.49
1859.....	87.90	1870.....	151.70		
1860.....	17.90	1871.....	417.72	Total....	3,133.71

* As a matter of information relative to the first railroad building in this State, the following communication from Mr. Edward Porter, who was one of the tracklayers of the road specified, will be found interesting in this connection:

Work for the Coming Year.

WORK FOR THE COMING YEAR.

As large as the mileage of road constructed in 1880 has been, that for 1881 promises to be even greater. The Milwaukee & Madison Railroad is being graded at points all along the line from Milwaukee to Montfort,—a distance of 80 miles from Madison to Milwaukee, and 60 8-10 from Madison west to the point of junction with the narrow gauge road $1\frac{1}{2}$ miles east of Montfort. The entire line, 140 80-100 miles, less 9 45-100 miles already constructed, will be completed early in 1881.

The articles of consolidation between the Chicago & Tomah and the Milwaukee & Madison Railroad, include “a line of projected railroad designed to be built commencing at a point on the Wisconsin river, in the county of Crawford, as nearly opposite the town of Woodman as practicable, and extending in a northerly direction to the town of Tomah, with a branch from some convenient place to the town of Viroqua, in the county of Vernon, a distance of about one hundred miles; also a projected branch railroad designed to be built extending from a junction with the lines of railroad above described in the township of Eden, northerly to Highland, a distance of about eight miles; also a projected branch designed to be built extending from a junction with the lines of railroad above described in said township of Eden, southerly to the town of Linden, a distance of about six miles, and another projected branch railroad designed to be built extending from a junction with the lines of railroad above described in the village of Dodgeville, in a

“About the 25th of October, 1850, the first rail was laid on the Milwaukee & Waukesha road, beginning with the east end close by the river in Milwaukee, the track continuing west to Elm Grove ten miles, reaching that point about December 17; the road-bed was not completed further west until January, 1851.

“About December 19, thirty-five trackmen were sent to Waukesha to lay track from that point east. A few rails had been taken from Elm Grove to Waukesha by teams. Some few rails were laid at that station the last days of 1850. About December 28, the writer was sent with eighteen men, three miles east from Waukesha, the place where the Forest House now stands, to lay track west. A few rails were drawn by teams. A few were laid the last days of the year. Did not pay to handle by team, and the work at the two places came to a stand. The track from Milwaukee to Elm Grove, about ten miles, was in use by the two engines, then owned by the company, on the last days of December, 1850; I believe this ten miles was all the railroad in use, in Wisconsin, in the beginning of 1851.”

Work for the Coming Year.

southerly direction to the city of Mineral Point, a distance of about nine miles."

The Chicago, Milwaukee & St. Paul has done considerable grading on the extension of its Monroe branch, and it will be ready for the rail to Gratiot, a distance of about twenty-three miles, early in the spring. Its extension still further west is quite probable.

* The Chicago, St. Paul, Minneapolis & Omaha will build forty miles on the extension of its North Wisconsin division, which will take it to Chequamegon Bay, some three miles west of Ashland, and within eighteen miles of Bayfield. A contract for the grading of twenty miles of road has already been let, and the other twenty miles will be ready for contract as soon as the line is definitely located.

Owing to the high price of rail, and the great difficulty that was being experienced in making contracts at any price, the company sought and obtained legislation last winter authorizing it to grade forty miles in 1880, instead of completing twenty miles of road, as it was required to do. Instead of availing itself of the privilege granted by the legislature, the company graded and ironed forty miles, and work on the balance of the line will be vigorously prosecuted through the winter, and the entire line completed two years before the time expires in which it was obligated to complete the road. When completed, the distance from Hudson to Bayfield, by this road, will be 178 miles, and from St. Paul to Bayfield, via Hudson, 199 miles. A branch road, some three miles in length, will be necessary to connect the road with Ashland, which will undoubtedly be constructed.

The Milwaukee, Lake Shore & Western will continue the extension of its northern division from Aniwa, the present terminus of the road; but how much road the company will construct this year has not been determined. I am informed that no arrangements have yet been made for putting in the projected link between Wausau and Abbotsford.

The St. Cloud, Grantsburg & Ashland R. R., has been graded for some time from Grantsburg to Rush City, and I am assured that arrangements have now been made with the St. Paul & Duluth

Work for the Coming Year.

R. R. for ironing and operating the road, which will be accomplished by the first of May next. The distance from Grantsburg to the St. Croix river is thirteen miles.

The St. Croix Falls, Superior & Sault Ste Marie Railway Company has been organized for the purpose of building a road from St. Croix Falls to the Sault Ste Marie. At Taylor's Falls, opposite St. Croix Falls, the company connects with the Minneapolis & St. Louis road, recently completed to that place from Wyoming, on the St. Paul & Duluth R. R., in which road it has a joint interest, I believe, and trackage over the St. P. & D. R. R. to Minneapolis. I am assured by gentlemen most prominent in the St. Croix Falls, Superior & Sault Ste Marie organization, that it is fully expected they will be able to complete their road during the present year to a point on the North Wisconsin division of the C., St. P., M. & O. R. R. near Cumberland, a distance of about thirty-five miles.

The Milwaukee & Northern have a corps of engineers employed in locating an extension of their line north from Green Bay, and the management expect to commence the work of construction the coming spring.

The Chicago, St. Paul, Minneapolis & Omaha has relocated its line at Hudson, between Lake St. Croix and North Wisconsin Junction, which will be about one mile and a fourth shorter than the line as now operated, and which will entirely avoid the high wooden trestle across Willow River. A new iron draw bridge across Lake St. Croix, on this line, is in process of construction.

The Wisconsin Central is changing its line from Menasha west, so as to pass through the city of Neenah. The work has been somewhat impeded by legal obstacles, but I believe they have been so far removed that the building of the line is assured, and that it will be in operation early during the present year.

The early completion of the Wisconsin division of the Northern Pacific Railroad from Thomson to its eastern terminus on Montreal River, the dividing line between Michigan and Wisconsin, is reasonably well assured. The President of the company, Hon. Frederick Billings, authorizes the statement that the road will certainly be built from Thomson to Superior, the present year. Work will

The Cost of Roads.

commence on the balance of the line just as soon as the final survey which is now being made, is completed. The road will run to Ashland if a good route can be found east of that place; if not, it will cross the Wisconsin Central about 11 miles south of Ashland, in the valley of the Marengo river, and the completion of the entire line to a junction with the Wisconsin Central, the present year, is quite probable. At the Montreal river (the dividing line between Wisconsin and Michigan), the road will connect with the Ontonagon & Montreal River section, fifty miles in length, and at the Ontonagon River the Marquette, Houghton & Ontonagon River section, ninety miles in length, commences. Whether a junction will be made with this road near Lake Michigammi, or with the Detroit, Mackinaw & Marquette at Marquette, I am not informed. This company is rapidly building its line from Marquette to Mackinaw, and will have it completed to the place last named during the present year, and a branch to the Sault will speedily follow. At the Sault, connection will be formed with some of the Canada roads now building, and in a very short time there will be a transatlantic South Shore line completed and in full operation.

Besides the lines referred to in the foregoing, preparations are being made for building other roads, but they have not been sufficiently matured to warrant any extended reference to them at this time.

THE COST OF ROADS.

It is made the duty of the Commissioner to ascertain "the actual cost of each railroad in this State." I have called upon each company for the required information, and the result, as returned, appears in table No. 5, page 281. I should not wish to be understood, however, as giving the amounts there appearing as being the result of my own investigations. They are simply given as returned by the several companies themselves, the returns being frequently accompanied by explanations which show that they do not regard them as being correct within the spirit of the law. I repeat the opinion expressed in my last report that the amount of money which has been invested in the railroad properties of this state, has not been ascertained, and, in my judgment, is not ascertainable. The

Capital Stock.

records of one of the principal roads were destroyed by the Chicago fire. Some of the other lines have been formed by purchase, at various times, of roads at foreclosure sale, and the present owners of them have no knowledge of their "actual cost." The methods employed in the construction of some roads, especially in the early history of the State, where bonds and stock were paid to the contractors at such rates as could be mutually agreed upon, without much reference to their cash value; or were hypothecated for loans; or were employed in payment of dividends or interest; or were used in a multitude of other forms, some of them very questionable, not entering into the actual construction of the roads, and now appearing against the companies as "debt," and in the keeping of open construction accounts whereby ordinary repairs were charged to construction, make it wholly impossible for the commissioner or the companies themselves to give the "actual cost" of the railroads of Wisconsin, which were built many years ago.

The cost of the roads recently built is easily ascertainable, but the most of them are still engaged in extending their lines, and until they are fully completed and the construction accounts closed, their cost per mile cannot be accurately stated. Should the legislature ever desire much more information than they now possess as to the real cost of the early constructed roads, it will be necessary to obtain it by the employment of skilled engineers to make personal examination of them, and ascertain the amount of grading, bridging, ties, rails and every other item necessary to reproduce them, and thus ascertain their cost. In this manner a close approximation to their cost may be arrived at, but in no other way can it be.

The cost of the roads, as returned, is \$210,153,316.46, the proportion for Wisconsin being \$120,460,274.68. The stock and debt account of the road is \$229,533,030.47.

CAPITAL STOCK.

The capital stock investment in the roads operated wholly or in part in this state is returned at \$107,583,286.18, an increase of \$5,461,039.30 over the previous year. The most of the increase is

Bonded Debt — Stock and Debt.

attributable to the stock account of roads that are extending their lines, but \$2,155,000 is due to the Milwaukee & Northern since its reorganization; the first issue of stock, having become worthless and extinguished by foreclosure proceedings, was not reported last year. The stock of the Oshkosh & Mississippi River road has been dropped, as the road has been practically absorbed by the Chicago, Milwaukee & St. Paul. Of the total amount of stock, \$706,360.00 is apportioned to the narrow gauge roads, all of which, except that of the Fond du Lac, Amboy & Peoria, has been exchanged for that of other corporations, through recent consolidations. The preferred stock amounts to \$45,888,909.21, and the common stock to \$61,694,376.97. The average per mile is \$18,907.57 for standard gauge roads, and \$5,118.55 for narrow gauge roads, averaging \$18,579.12 per mile of road of both classes combined.

BONDED DEBT.

The debt account of all the roads amounts to \$115,011,516.25, which is represented wholly by bonds, and an unfunded or floating indebtedness of \$6,938,228.04. The bonded debt per mile of road is \$20,326.51 for standard gauge roads, and \$3,358.70 for the narrow gauge roads, the latter not including the Chicago & Tomah and the Galena & Wisconsin roads, now consolidated under the name of the Milwaukee & Madison Railroad. The total increase of bonded indebtedness is \$11,947,956.25. The Chicago & Northwestern has increased its indebtedness \$3,200,00, and the Chicago, Milwaukee & St. Paul shows an increase of \$7,254,000, incurred principally by the purchase of the Chicago & Pacific, and the La Crosse & Davenport lines and for other purchases and extensions.

STOCK AND DEBT.

The total amount of stock and bonded debt of all the railroad corporations in the State, not including the debt of the Galena & Wisconsin and the Chicago & Tomah roads, is \$229,533,030.47, the proportion of which for Wisconsin, upon a basis of miles of road in the State compared to the whole, is \$129,654,481.28. The com-

b — RAIL. COM.

Interest Account, Etc.

bined accounts are equal to \$39,638.90 per mile of road. The amount of stock and bonds outstanding, for four years, is:

YEARS.	Capital Stock.	Funded Debt.
1876-77	\$86,648,024 53	\$77,582,805 81
1877-78	105,676,944 53	88,309,360 00
1878-79	102,122,246 88	103,063,560 00
1879-80	107,593,286 18	115,011,516 25

INTEREST ACCOUNT, ETC.

The amount of interest that accrued on the bonded debt of the several corporations, for the year, was \$7,065,197.50. No interest on the bonds of the Milwaukee & Northern, the Sheboygan & Western, the Galena & Wisconsin and the Chicago & Tomah is reported as having "accrued," the bonds being of a late issue and the coupons not having fallen due at the date of the reports. The bonds of the Green Bay & Minnesota are in process of foreclosure and no interest is reported. The small amount returned for the Wisconsin Central is the semi-annual interest that accrued on the preferred bonds. The bonds of this company are entitled to draw interest, under the plan of the re-organization as submitted by the company and accepted by the trustees, as follows:

Preferred bonds draw interest at five per cent. per annum, payable semi-annually, March first and September first, from and after September 1, 1879. Five per cent. of the principal is payable yearly in semi-annual payments, beginning on June 1, 1881. They are the first lien on the property, and preferred over all other bonds.

First series bonds draw interest for three years from and after July 1, 1880, at two per cent. per annum, and afterwards at five per cent., payable semi-annually; first payment of interest begins January 1, 1881.

Second series bonds draw as interest (not exceeding two per cent. per annum for three years, and not exceeding seven per cent. per annum afterward), a contingent part of the surplus net earnings after all payments previously matured on the preferred, and first

Dividends and Rentals.

series bonds have been made, and after \$30,000 per annum has been set aside each year in the hands of the trustees for permanent repairs and improvements on the railroad. First payment of interest to be made July 1, 1881; and interest, non-cumulative, to be computed upon the half year ending six months before date of coupons. Each coupon to be surrendered and canceled when it matures.

The original mortgage of July 1, 1870, and the bonds (\$8,168,000) secured by it are preserved in force and their lien held unimpaired as security for the new consolidated bonds until the exchange of the old for the reorganized bonded debt is completed.

No company defaulted on its interest account during the year. Although some of them appear to have done so, it will be found, upon examination, that their available surplus was more than sufficient to meet their interest accounts, and the difference between "interest accrued" and "interest paid," wherever any appears, is owing to the fact that the coupons had not been presented for payment at maturity, although this was undoubtedly done, in most cases, immediately after the report was made. A statement of the interest account of each corporation is here given: -

Chicago, Milwaukee & St. Paul	\$2,914,382 50
Chicago & Northwestern	2,846,051 36
Chicago, St. Paul, Minneapolis & Omaha	35,507 99
Chicago, St. Paul & Minneapolis	270,623 27
Chippewa Falls & Western	10,595 72
Green Bay & Minnesota .....	.....
Milwaukee, Lake Shore & Western	93,619 66
Mineral Point	32,000 00
Northwestern Union	245,000 00
North Wisconsin	18,538 33
Wisconsin Central	10,000 00
Wisconsin Valley	77,591 56
Chicago & Tomah .....	.....
Fond du Lac, Amboy & Peoria	6,643 41
Galena & Wisconsin .....	.....
Pine River Valley & Stevens Point	4,643 70
	\$7,065,197 50

DIVIDENDS AND RENTALS.

In addition to its interest account, the Chicago, Milwaukee & St. Paul paid a dividend of seven per cent. on its preferred stock and six per cent. on its common stock, leaving a surplus from the year's operations of \$739,505.44. The Chicago & Northwestern

Earnings.

also paid a dividend of seven per cent. on preferred stock and six per cent. on common stock; \$83,120 to the sinking fund account, and \$1,094,685.22 on account of "deficit in accounts of roads controlled," and shows a balance of \$1,727,545.73 on hand, as the result of the year's operations. No other companies declared dividends, but each of them, as will appear by the tabulated statements elsewhere, save the Sheboygan & Fond du Lac, showed a considerable surplus over earnings.

The Wisconsin Central paid rentals to the amount of \$183,301.16; the Chicago & Northwestern, \$1,447,281.56; the Chicago, St. Paul, Minneapolis & Omaha, \$48,761.54; the Green Bay & Minnesota, \$19,715.89, and there were some other payments in small amounts, on like accounts.

EARNINGS.

The aggregate income of all the roads represented in this state was, for the year, \$31,350,512.26, against \$26,965,436.07 last year,—a gain of \$4,385,076.19. Earnings from elevators are not included in either year. The earnings per mile of road were \$5,594.30, against \$5,171.74 the previous year. The earnings per mile of road in Wisconsin were \$4,574.84 against \$4,025.56 the preceding year.

The earnings of the road for the year were derived from the following sources:

	Whole line.	Wisconsin.
From passengers.....	\$7,252,699 28	\$3,206,140 57
From freight.....	22,604,856 85	9,332,752 62
From mails, express, and all other sources.....	1,439,300 61	654,559 47
Earnings not classified.....	482,498 91	462,125 39
	\$31,779,355 65	\$13,655,578 05
Less earnings of elevators.....	428,843 39	415,176 80
	\$31,350,512 26	\$13,240,401 25

The operating expenses were \$15,252,766.88, against \$14,274,429.17 the previous year; an increase of \$978,337.71. The net increase in earnings was \$3,406,738.48.

Included in the expenses of the companies are the taxes and

Earnings.

license fees paid by them, amounting to \$785,216.30. An excess of earnings over expenses of \$16,526,588.77 thus appears, which is applicable to the payment of interest on the debt, dividends on stock, and rentals of leased roads.

If the stock and debt of all the companies, aggregating \$239,533,030.47 were capitalized and the roads operated as one, the surplus earnings, amounting to \$16,526,588.77, would represent an interest of .0720 + upon the capitalization.

A comparative statement of earnings from the several sources of revenue, and the expenses of operating the roads, for four years, is here given.

EARNINGS.		Whole Line.	Wisconsin.
1877 — Passengers	\$5,577,663 10	.....	.....
Freight.....	16,130,946 02	.....	.....
Mails, etc.....	1,151 818 39	.....	.....
		\$22,860,427 51	\$10,159,535 50
1878 — Passengers	\$6,090,884 21	.....	.....
Freight.....	19,087,471 61	.....	.....
Mails.....	1,276,476 04	.....	.....
		\$26,454,831 86	\$11,951,619 80
1879 — Passengers	\$6,033,894 90	.....	.....
Freight.....	19,557,055 19	.....	.....
Mails	1,301,954 83	.....	.....
Sources not classed.	72,531 15	.....	.....
		\$26,965,436 07	\$11,486,954 75
1880 — Passengers	\$7,252,699 28	.....	.....
Freight... ..	22,604,856 85	.....	.....
Mails	1,439,300 61	.....	.....
Sources not classed.	53,655 52	.....	.....
		\$31,350,512 26	\$13,655,578 05
EXPENSES.			
1877		\$13,406,161 65	\$6,803,843 24
1878		14,549,894 64	7,308,798 68
1879		14,274,429 17	7,035,363 67
1880		15,252,766 88	7,583,493 47
Net increase of income for 1877-78 over previous year.....			\$2,450,651 33
Net increase of income for 1878-79 over previous year.....			796,069 68
Net increase of income for 1879-80 over previous year.....			3,406,733 48

Earnings and Expenses.

EARNINGS AND EXPENSES.

The earnings and working expenses of the several roads for the year, including earnings of elevators, were as follows:

COMPANIES.	Gross Earnings.	Operat nt Expens es.
Chicago, Milwaukee & St. Paul.....	\$11,425,125 03	\$6,044,926 83
Chicago & Northwestern.....	16,155,122 75	6,749,723 24
Chicago, St. Paul, Minneapolis & Omaha...	115,214 46	85,063 44
Chicago, St. Paul & Minneapolis.....	1,171,100 73	594,862 73
Chippewa Falls & Western.....	33,605 37	14,055 28
Green Bay & Minnesota.....	401,082 25	248,768 06
Hudson & River Falls.....	20,071 48	11,351 75
Milwaukee, Lake Shore & Western.....	368,506 74	217,847 68
Mineral Point.....	106,167 77	72,530 65
Northwestern Union.....	336,399 83	229,383 84
North Wisconsin.....	115,851 08	47,706 49
Prairie du Chien & McGregor.....	53,655 50	24,327 99
Sheboygan & Western.....	82,461 47	99,591 34
Wisconsin Central.....	993,218 05	568,095 14
Wisconsin Valley.....	292,072 59	173,217 84
Chicago & Tomah.....	31,718 11	21,279 14
Fond du Lac, Amboy & Peoria.....	39,690 83	19,996 05
Galena & Wisconsin.....	20,085 66	18,792 99
Pine River Valley & Stevens Point.....	18,205 90	11,638 40
	\$31,779,355 65	\$15,252,766 88
Less earnings of elevators.....	428,843 39	
	\$31,350,512 26	

Earnings and Operating Expenses per Mile.

EARNINGS AND OPERATING EXPENSES PER MILE.

The gross earnings and cost of operating the several roads per mile, and the percentage of earnings to expenses, is presented in the following table:

NAME OF COMPANY.	Earnings per Mile.	Operating ex- penses per Mile.	Percentage of operating expenses to gross earn- ings.
Chicago, Milwaukee & St. Paul	\$4,585 60	\$2,626 58	54.00
Chicago & Northwestern	9,886 01	4,355 03	41.78
Chicago, St. Paul, Minneapolis & Omaha	894 70	291 07	73.83
Chicago, St. Paul & Minneapolis	5,814 80	2,953 64	50.19
Chippewa Falls & Western	3,200 51	1,338 59	42.00
Green Bay & Minnesota	1,626 41	1,093 55	66.90
Hudson & River Falls			
Milwaukee, Lake Shore & Western ..	1,690 39	999 30	59.40
Mineral Point	2,081 72	1,441 24	71.00
Northwestern Union	5,371 22	3,941 59	68.19
North Wisconsin	1,655 01	681 52	41.18
Prairie du Chien & McGregor ..			45.00
Sheboygan & Fond du Lac (10 months) ..	908 89	1,069 40	117.40
Sheboygan & Western (2 months)	857 27	1,205 08	140.57
Wisconsin Central	2,080 68	1,271 57	57.00
Wisconsin Valley	2,704 37	1,666 63	60.00
Chicago & Tomah	531 19	909 61	67.00
Fond du Lac, Amboy & Peoria	1,323 03	666 53	50.37
Galena & Wisconsin (10 months)	498 69	385 86	77.37
Galena & Wisconsin (2 months) ..	520 19	890 75	171.24
Pine River Valley & Stevens Point	1,137 86	727 40	63.40
Averages per mile	\$5,594 30	\$2,685 03	48.00

Earnings and Operating Expenses per Mile.

Relative to the great difference between the earnings of the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul roads, per mile of road operated, it is proper to say that it is more apparent than real. It must be borne in mind that both companies had many miles of newly constructed road across the prairies of Minnesota and Dakota far in advance of any considerable degree of settlement, and of course the earnings per mile were meager. The operations of such portions of road belonging to the St. Paul company appear, with the balance of the lines operated, in its own report; while the newly built lines of the Northwestern do not appear in its report for the reason that they are known as "proprietary lines," whose operations are reported separately, when any portion of them are in Wisconsin, and are not referred to at all, when they are outside of the State, except by a single item, which gives the difference in "accounts of roads controlled." If the earnings of the proprietary roads of the Northwestern were embraced in its report, and apportioned to the miles operated, the great difference between its earnings and that of the St. Paul company per mile would be largely decreased. Of the Wisconsin portions of these roads, the earnings of the Chicago & Northwestern were \$6,697.22 per mile, while those of the Chicago, Milwaukee & St. Paul were \$6,760.92 per mile.

The earnings and working expenses per mile of road operated, compared with a previous year, better disclose the true prosperity of the road, than a comparative statement of gross earnings and expenses. It frequently appears in the affairs of railroads, as reported in the financial columns of the metropolitan papers, that such roads are able to show largely increased earnings over the corresponding week or month for the previous year, and therefore would seem to be enjoying greater prosperity. All such reports, when unaccompanied by a statement of the mileage of road operated both years, are generally misleading and deceptive, for it frequently happens that the increased earnings are based upon a largely increased mileage of road, and instead of there being a real increase in earnings, a close observation might disclose the fact that the net earnings per mile of road had not increased so rapidly as the fixed charges, or interest account.

Earnings and Operating Expenses per Mile.

The following comparative statement shows the earnings and operating expenses per mile of road for the years 1878-9 and 1879-80:

NAME OF COMPANY.	1878-9.		1879-80.	
	Earnings.	Expenses.	Earnings.	Expenses.
Chicago, Milwaukee & St. Paul ..	\$4,622 99	\$2,728 66	\$4,585 60	\$2,626 58
Chicago & Northwestern	8,776 62	4,045 15	9,886 01	4,355 03
Chicago, St. Paul & Minneapolis.	5,313 82	3,254 96	5,814 80	2,953 64
C., St. P., Minneap. & Omaha ¹			394 70	291 07
Chippewa Falls & Western	2,635 67	1,337 13	3,200 51	1,338 59
Green Bay & Minnesota	1,431 40	867 23	1,626 41	1,093 55
Milwaukee, Lake Shore & West'n	1,770 35	1,173 54	1,690 39	999 30
Mineral Point.....	2,203 63	1,402 58	2,081 72	1,441 24
Northwestern Union.....	4,426 63	3,081 30	5,371 22	3,941 59
North Wisconsin.....	1,317 32	596 25	1,655 01	681 52
Sheboygan & Western.....	1,081 60	1,041 64	1,051 80	1,270 30
Wisconsin Central.....	1,776 71	1,072 12	2,080 68	1,271 57
Wisconsin Valley.....	2,266 40	1,438 02	2,704 37	1,666 63
Chicago & Tomah.....	439 92	252 89	531 19	909 61
Fond du Lac, Amboy & Peoria...	863 64	225 45	1,323 03	666 53
Galena & Wisconsin.....	103 04	94 29	502 14	469 82
Pine River Valley & Stevens Point	1,069 78	619 65	1,137 86	727 40

A considerable excess of expenses over earnings appears in the cost of the Sheboygan & Fond du Lac R. R., (afterwards the Sheboygan & Western) and in the Galena & Wisconsin for two months. The explanation is found in the fact that both of these roads needed many improvements to bring them up to proper working order. After their purchase by the Chicago & Northwestern, large expenditures were made in the renewal of rails, replacement of ties, repairs of the road beds, etc., and for other improvements of a kindred nature. The per cent. of expenses will, of course, be largely decreased for the current year.

¹ 1 month.

Gross Income — Passenger and Freight Rates per Mile.

The total income of all the corporations, for a period of four years, with the proportion for Wisconsin, is here given:

GROSS INCOME.

YEARS.	Whole Line.	Wisconsin.
1876-77	\$22,860,427 56	\$10,159,535 50
1877-78	26,454,831 88	11,951,619 80
1878-79	26,965,436 07	11,486,954 75
1879-80	31,350,512 26	13,240,401 25

PASSENGER AND FREIGHT RATES PER MILE.

The following table shows the rate per passenger per mile, and the amount earned per ton of freight hauled:

NAME OF COMPANY.	RATE PER MILE PER PASSENGER AND PER TON OF FREIGHT.	
	Passenger per mile.	Freight per ton per mile.
	C	C
Chicago, Milwaukee & St. Paul.....	2.92	1.73
Chicago & Northwestern	2.60	1.465
Chicago, St. Paul, Minneapolis & Omaha	2.80	1.46
Chicago, St. Paul & Minneapolis.....	2.80	1.46
Chippewa Falls & West rn.....	3.90	1.17
Green Bay & Minnesota.....	3.21	1.40
Milwaukee, Lake Shore & Western.....	3.29	1.945
Mineral Point.....	4.00	3.50
Northwestern Union	3.29	1.95
North Wisconsin	4.50	.....
Sheboygan & Fond du Lac.....	3.56	4.34
Sheboygan & Western.....	3.56	3.37
Wisconsin Central	3.155	1.93
Wisconsin Valley.....	4.70	2.20
Chicago & Tomah.....	3.20	4.49
Fond du Lac, Amboy & Peoria	2.90	6.23
Galena & Wisconsin	3.46	4.23
Pine River Valley & Stevens Point.....	2.50	2.50

The Average Price per Ton Hauled.

THE AVERAGE PRICE PER TON HAULED.

The average price per ton per mile received for hauling freight on two of the roads, is given in the following table. The exhibit is not extended to other roads, because their earlier reports are deficient in that particular:

CHICAGO, MILWAUKEE & ST. PAUL.

YEAR.	Cts.	YEAR.	Cts.	YEAR.	Cts.	YEAR.	Cts.
1865.....	4 $\frac{11}{100}$	1869.....	3 $\frac{10}{100}$	1873.....	2 $\frac{50}{100}$	1877.....	2 $\frac{8}{100}$
1866.....	3 $\frac{76}{100}$	1870.....	2 $\frac{85}{100}$	1874.....	2 $\frac{38}{100}$	1878.....	1 $\frac{80}{100}$
1867... ..	3 $\frac{34}{100}$	1871.....	2 $\frac{54}{100}$	1875.... ..	2 $\frac{10}{100}$	1879.....	1 $\frac{66}{100}$
1868.....	3 $\frac{49}{100}$	1872.....	2 $\frac{43}{100}$	1876.....	2 $\frac{4}{100}$	1880.....	1 $\frac{72}{100}$

CHICAGO & NORTHWESTERN.

YEAR.	Cts.	YEAR.	Cts.	YEAR.	Cts.	YEAR.	Cts.
1870.....	3 $\frac{8}{100}$	1873.....	2 $\frac{35}{100}$	1876.....	1 $\frac{91}{100}$	1879.... ..	1 $\frac{58}{100}$
1871.....	2 $\frac{87}{100}$	1874.....	2 $\frac{33}{100}$	1877.....	1 $\frac{81}{100}$	1880.....	1 $\frac{49}{100}$
1872.....	2 $\frac{61}{100}$	1875.....	2 $\frac{6}{100}$	1878.....	1 $\frac{63}{100}$		

These figures apparently show a gradual reduction from year to year in the price per ton per mile charged for hauling freight. This is true, but not to the entire degree that the figures would seem to indicate. The longer the haul the less the freights are in proportion to the distance hauled, and so while the lines of roads have been greatly extended each year, the price received per ton haul on freights carried the greater distance operates simply to decrease the *average* price received per ton per mile on the entire length of road. There have been some marked reductions, however, in the price for the short hauls, and from the two causes combined the great decrease results.

Passenger and Freight Traffic.

The Chicago, Milwaukee & St. Paul are for a year ending May 31st, 1880, which is for the railroad year. The figures for the Chicago & Northwestern are for the year ending May 31st, 1880, which is for the railroad year, and for that company, which ends May 31st.

PASSENGER AND FREIGHT TRAFFIC.

The passenger earnings for the year were \$7,252,699.28; the freight earnings were \$22,604,856.85. The total number of passengers carried on the lines, except the Hudson & River Falls, the Chicago & North Western, and the Galena & Wisconsin, each for a portion of the year, were 5,336,795 against 5,336,188 the previous year, an increase of 607. This was equal to 258,838,831 miles for one passenger, against 258,838,831 miles for one passenger the previous year.

The number of tons of freight carried was 9,908,364, against 9,908,364 the previous year; an increase of 1,910,965 tons. The total freight carried one mile was 1,427,313,638, against 1,206,313,638 the previous year.

The passenger and freight earnings of the several lines, for a year, have been as follows:

YEARS	Passenger earnings	Freight earnings.
1879	\$5,577,663 10	\$16,130,946 02
1880	6,090,884 21	19,087,471 61
1881	6,933,894 90	19,557,055 19
1882	7,252,699 28	22,604,856 85

Volume of Business — Train Mileage.

VOLUME OF BUSINESS.

The total freight and passenger movement, for several years, is shown by the following table:

YEARS.	Tons freight carried	Tons freight carried one mile.	Average distance each ton was carried.
1876-77	6,055,518	839,980,460	Miles, 138
1877-78	7,040,375	1,090,359,694	155
1878-79	7,997,408	1,206,543,193	151
1879-80	9,908,864	1,427,313,688	144

YEARS.	No. of passengers carried.	No. of passengers carried one mile.	Average distance traveled.
1875-76	5,248,186	198,447,606	Miles, 37.7
1876-77	4,764,234	184,487,683	38.7
1877-78	5,374,963	204,570,539	38.06
1878-79	5,336,188	211,918,225	39.7
1879-80	6,493,795	258,838,834	39.8
	27,217,366	1,058,262,887	38.8

TRAIN MILEAGE.

The aggregate mileage of all trains run over the various lines, was 22,568,571 miles, against 20,345,020 the previous year. Of this mileage, 6,137,242 was made by passenger trains; 12,891,569 by freight and mixed trains; 1,631,234 by wood, gravel, and construction trains, and 1,897,883 by switching trains.

The mileage of passenger and freight trains, for a series of years, has been as follows:

YEARS.	MILES RUN BY —		
	Passenger trains.	Freight trains.	All trains.
1876-77	4,805,900	11,415,199	17,698,550
1877-78	5,237,725	12,407,243	18,815,078
1878-79	5,560,222	12,084,593	20,345,020
1879-80	6,137,243	12,891,569	22,568,571

Rolling Stock — Employees — Accidents.

ROLLING STOCK.

The following comparative statement shows the equipment of the roads for two years. Since the reports were made up, however, all of the companies have been adding largely to their rolling stock, made necessary by the large increase in business on nearly all of the roads, for the last half of 1880.

	1878-9.	1879-80.
Number of locomotives	703	855
Number of passenger cars	370	387
Number of baggage, mail and express cars	200	230
Number of parlor or sleeping cars	27	27
Number of freight cars, basis of eight wheels	16,481	23,558
Number of other cars	2,993	218

The great difference between the "number of other cars," in 1878-79 and 1879-80, is explained by the fact that in the last year the most of them were included with freight cars.

EMPLOYEES.

The whole number of persons employed in the operation of the roads embraced in this report is 23,212, against 18,379 reported the year previous. Some of the corporations have reported the amount of salaries during the year, and others for but a single month, so an accurate statement of the amount paid to employees for the year cannot be made.

ACCIDENTS.

Each company has made a report of all the accidents occurring on its line, where passengers, employes or others were killed or injured, specifying whether the accidents were the result of the person's own carelessness, or were from causes beyond their control. The tabulated returns appear in table No. 20, page 296, and are summarized in the following:

The total number of casualties in Wisconsin was 227, against 133 the previous year, and on the entire lines of the roads, 480, against 284 the previous year. Much of this increase is attributable to the

Accidents.

extra pains taken to report minor accidents, many of them being of rather a trivial nature, and some of it is to be accounted for by the increased business. No passengers were killed in Wisconsin, and none have been for five years, through any mismanagement or carelessness on the part of anybody in operating the roads. During this period, 27,217,366 passengers have been carried on the roads, an average distance of 38.8 + miles each, which is equal to 1,058,262,887 miles for a single passenger. During the year, 2,543,395 passengers were carried in Wisconsin a distance of 95,032,523 miles, and no passenger was killed or injured from causes beyond his own control, and but two were injured as the result of their own want of caution. During the same time, two employes were killed and 22 were injured, from causes beyond their control, and 19 were killed and 126 injured through their own want of caution. Of other than passengers or employes, 29 were killed and 27 were injured, being trespassers, in some degree, upon the tracks. Reference is made to the tabulated returns, for accidents occurring upon the lines of road not within this state. A detailed statement of each accident appears in the proper place in each company's report to this office.

The following is a statement of the number of passengers carried one mile, the number of passengers killed or injured from causes beyond their control, and the proportion of each to the whole number carried, for a period of five years:

YEARS.	Passengers carried one mile.	Pas's'grs killed.	Pas's'grs injured.	Proportion killed.	Proportion injured.
1875-76..	198,447,606	.....	4	None.	1 to 49,611,901
1876-77..	184,487,683	.....	1	None.	1 to 184,487,683
1877-78..	204,570,539	.....	.....	None.	None.
1878-79..	211,918,225	1	2	1 to 211,518,225	1 to 105,959,112
1879-80..	258,833,834	3	8	1 to 86,279,611	1 to 32,354,854
	1,058,262,887	4	15	1 to 264,565,722	1 to 70,550,859

Stated in another form, it appears that under the same degree of immunity from danger, a passenger might travel 200 miles each day for the term of 3,624 years before being killed, and 966 years

Liability for Injury to Employees.

before being injured. These statistics are not presented as the established degree of safety which passengers may always expect, for I fear they are exceptional, and would not be sustained by a comparison with the operations of other roads for a like term of years; but they do bear all the testimony that is needed to the watchfulness in supervision, and care in management of trains on the lines of road operated in this State by those having them in charge. If the same degree of immunity from danger can be vouchsafed to travelers in the future, there can arise no occasion for criticism not favorable to the management of our roads.

The nature and degree of casualties occurring on the roads operated in this State, and upon their entire lines, will appear from the following summary:

	In Wis. consin.	On whole line,
Passengers killed from causes beyond their own control.....		3
Employés killed from causes beyond their own control.....	2	9
Others killed from causes beyond their own control.....		
Passengers killed by their own want of caution.....		2
Employés killed by their own want of caution.....	19	49
Others killed by their own want of caution.....	29	67
Passengers injured from causes beyond their own control.....		8
Employés injured from causes beyond their own control.....	22	40
Others injured from causes beyond their own control.....		
Passengers injured by their own want of caution.....	2	8
Employés injured by their own want of caution.....	126	224
Others injured by their own want of caution.....	27	70
Total number killed.....	50	130
Total number injured.....	177	350

 LIABILITY FOR INJURY TO EMPLOYEES.

Section 1816 of the revised statutes, made railroad corporations liable for injuries to employes caused by the negligence of other employes. This section was, by chapter 232, laws of 1880, repealed. I am well aware that the section referred to was obnoxious to the charge of being "class legislation," and so was, in some degree, objectionable, but in view of the fact that the business of the railroad employe is extra hazardous, as is conclusively shown by the large number of accidents resulting to them, I have felt, and

Corporate Aid to Railroads.

still feel, that they were entitled to the extra consideration given to them by the repealed statute, and I could not hesitate to recommend its re-enactment, were it not for the fact that its constitutionality is in question, a case having gone up to the Supreme Court of the United States from this State, involving that point. Until it has been finally adjudicated, it will probably be as well to remain as it is, for otherwise it might invite litigation which could be of no benefit to parties who sought to avail themselves of the rights attempted to be conferred.

CORPORATE AID TO RAILROADS.

The laws of this state authorize counties, towns and cities, to subscribe to the capital stock of railroad corporations. Under this authority municipalities have from time to time voted to subscribe to the capital stock of such corporations. The precise amount of such subscriptions cannot be stated, but the railroad commissioners in 1875 reported it at \$7,515,186. The amount of aid voted since that time may be given at \$250,000, making the total amount of aid granted to railroads up to the present time, \$7,765,186. This does not include "farm mortgage" subscriptions. Of the total amount but \$4,108,983.77 now remain unpaid, and the tax levies of 1880 provide for the payment of \$177,830.39. The towns of Seymour, Richland and Clinton, will entirely extinguish their indebtedness of this character the present year. Some portions of the bonds outstanding are contested as having been unearned, but such amounts are quite small, and the several municipalities are retiring their bonds annually at a rate that will entirely extinguish their indebtedness within ten years, except in the case of the cities of Watertown and Kenosha, and two or three counties which are trying to refund their large indebtedness on terms that will make it possible for them to meet their liabilities. The recklessness that prevailed in the early history of the state in voting aid to railroads has wholly passed away, and now no subscriptions are being made except in such amounts as can be easily met without greatly burdening the tax-payer. I believe it would be wise, however, to repeal the laws authorizing counties to vote aid, for in about every

Increased Prosperity of the Roads.

instance where such aid has been voted, mischievous results have been produced, without corresponding benefits. I renew the recommendations made in my previous reports that such laws be repealed.

INCREASED PROSPERITY OF THE ROADS.

The railroad year ending June 30, has been one of exceptional prosperity, the net earnings of all the roads amounting to \$16,526,588.77. As stated elsewhere, if the stock and debt of all the companies, amounting to \$229,533,030.47, were capitalized and their roads operated as one, the surplus earnings would be equivalent to an interest of .0720 + upon the capitalization. It would be a much larger interest upon the actual investment. The supplemental reports, now being received and compiled at this office, giving the monthly earnings and expenses for each road during the calendar year, compared with the previous year, will show even more favorable results for the railroad companies. The increase is not to be attributed to any advance in tariff rates, for there has been no increase except in some cases of small moment. It is true that some of the companies are adhering to their published rates more closely than they had been doing previously; this is specially true of lumber rates. The market price of that article had been so low for several years that it could not be manufactured at a profit and pay the full tariff rates on some of the roads, and so concessions were asked and granted to enable manufacturers to operate at all, with the understanding, however, that when there should be any considerable rise in the price, the companies would return to their established rates.

This understanding has been carried out, and to that extent there has been some increase in rates by the mutual consent of all parties concerned; and the same thing is probably true of some other commodities transported over some of the lines. Much of the increase in earnings, however, is owing entirely to another cause, which seems to have escaped public attention, and that is the equalization of trade currents. A few years ago these were mainly in one direction. Now the movement from the east to the west is nearly as great as it is from the west to the east. In 1873, the Milwaukee &

Increased Prosperity of the Roads.

St. Paul Company carried 1,358,745 tons eastward, and only 432,759 tons westward. That is, the west bound freight was only 31 per cent. of the east bound, and as a consequence there was an enormous loss to the company through being compelled to haul so many empty cars to the west to do all the business that was offering. The same results were observable on most of the western roads. The Chicago, Milwaukee & St. Paul Company carried during the year ending June 30, 1880, 1,727,579 tons east, and 1,199,541 tons west; the west bound freight having increased since 1873 from 31 per cent. to 69.4 per cent. of the east bound freight. Of passengers, 46,429,623 were carried on the same line one mile east, and 48,093,225 were carried west. This greater equalization of freight and passenger movement has enabled the company to transact its business at a greater profit. Empty freight cars from the east to the west are not as common as they were, and the tendency of the trade current is toward a still closer equalization.

The pooling arrangements, which have been so largely entered into, and the absorption of so many of the weaker lines by the stronger ones, during the past year, are awakening much inquiry among thoughtful men, and some concern is expressed that the corporations may eventually become so strong as to be able to give the law to the people, instead of the people being able to give the law to them. I share none of these fears as to the dangerous tendency of the consolidations of the weaker lines with the stronger ones. It is true that it makes the strong company still stronger, but that is not necessarily an evil, and may be a positive benefit, for the tendency of that policy is to reduce freights on the weaker lines, and competition is in no manner destroyed by it, and the operation of such roads is rendered far more efficient.

I have no sympathy with the demand which is often made for a pro rata tariff. First, because it is not practicable in itself; and, second, it would be disastrous to the farmers of the west to have the practice established, even were it practicable. A more objectionable measure to the people of Wisconsin could not possibly be devised. The most of the measures that have been introduced in congress, contain this principle, in some degree, even those that have been most studiously designed to avoid it.

Conclusion.

While I should hail with satisfaction any measure that would bring benefit to the shippers of Wisconsin, without doing injustice to those who have invested their means in railroad property, I should greatly regret to see a pro rata principle established for the carrying of our products to the seaboard, as the result of national legislation, or through a change in the policy of the railroad managers. I believe that no legislation on this subject can be safely undertaken, when such momentous consequences to all the people hang in the balance, which is not preceded by the establishment of a national commission clothed with authority to inquire into every detail and every principle of transportation by rail or by water.

CONCLUSION.

It gives me pleasure to say, in conclusion, that the relations existing between the people and the railroad companies are, in the main, entirely satisfactory. The railroad corporations are improving their properties to the fullest degree, and omitting no effort to afford every possible accommodation to the public. They have experienced some difficulty in meeting the extraordinary demands that have been made upon them for cars, but the engine and car equipment has been, and is continuing to be so largely increased, that further difficulty is not anticipated.

Respectfully submitted,

A. J. TURNER,
Commissioner.

WISCONSIN.
RAILROAD RETURNS

FOR THE

YEAR ENDING JUNE 30, 1880.

1—RAIL. COM.

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Chicago, Milwaukee & St. Paul Railway Company.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL COMPANY

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Alex. Mitchell	Milwaukee.
Vice President.....	Julius Wadsworth.....	New York.
Secretary and Treasurer.....	R. D. Jennings.....	Milwaukee.
General Solicitor	John W. Cary.....	Milwaukee.
General Manager	S. S. Merrill	Milwaukee.
General Superintendent.....	W. C. Van Horne	Milwaukee.
Chief Engineer	D. J. Whittemore	Milwaukee.
General Pass. and Ticket Agt..	A. V. H. Carpenter.....	Milwaukee.
General Freight Agent.....	Wm. G. Swan.....	Milwaukee.
Auditor	James P. Whaling.....	Milwaukee.

1. General Offices at Milwaukee, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Alex. Mitchell	Milwaukee.	S. S. Merrill.....	Milwaukee.
Julius Wadsworth	New York.	J. Milbank	New York.
S. Chamberlain	Cleveland.	A. R. Van Nest..	New York.
John M. Burke	New York.	H. T. Dickey....	Newport, R. I.
Peter Geddes	New York.	J. Stillman.....	New York.
John Plankinton. .	Milwaukee.	Jason C. Easton .	Jonesboro, Minn.
David Dows	New York.		

EXECUTIVE COMMITTEE.

ALEX. MITCHELL. S. CHAMBERLAIN. JULIUS WADSWORTH.
J. MILBANK. PETER GEDDES.

Chicago, Milwaukee & St. Paul Railway Company.

2. Date of annual election of directors, June.
 3. Names and address of person to whom correspondence concerning this report should be directed, James P. Whaling, Auditor, Milwaukee.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1890.

1. Total income (earnings including elevators).....	\$11,425,125 00
2. Operating expenses (except taxes)	6,044,936 88
3. Excess of income over operating expenses.	\$5,380,198 20
4. Taxes.....	\$334,825 92
5. Rentals	None.
5½ Interest and exchange received over amount paid, premium on bonds, etc.....	177,599 08
6. Interest accrued during the year, viz.....	\$2,914,382 50
On funded debt, say.....	\$2,914,382 50
On other debt	None.
7. Dividends declared, viz.....	\$1,783,819 36
On preferred stock, 7 per cent.....	\$359,563 80
On common stock, 6 per cent	924,255 56
8. Sinking funds.....	70,000 00
9. Total of 4, 5, 6, 7 and 8.....	\$5,108,027 78
10. Balance for the year—June 30, 1890, being the differ- ence between 3 and 5½, and 9.....	\$454,769 50

CAPITAL STOCK.

How many kinds of stock at date of last report?

Two. Preferred and common.

Amount of common stock at date of last report.....	\$15,404,261 00
*Proportionate amount of same for Wisconsin	4,493,263 00
Amount of preferred stock at date of last report.....	12,279,483 00
*Proportionate amount of same for Wisconsin.....	3,581,001 00

Total capital stock at date of last report

\$27,683,744 00

Rate of preference: Preferred stock is entitled to seven per cent. dividend, if earned, to the exclusion of common stock; but common stock is entitled to seven per cent. before preferred can have more. After that no preference.

How much stock has been issued since date of last report?

None

Total amount of stock now outstanding.....

\$27,683,744 00

*Proportionate amount of same for Wisconsin.....

\$8,073,264 00

*NOTE.—Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

Chicago, Milwaukee & St. Paul Railway Company.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amount, date of issue, rate of interest, and when and where payable.

NAME OF BONDS.	Where payable.	When payable.	Date of issue.	Rate of interest.	Amount.
Consolidated mortgage.....	New York.....	July 1, 1905.	1875	7 per cent.	\$9,960,000 00
First mortgage, La Crosse division.....	New York.....	Jan. 1, 1893.	1893	7 per cent.	6,600,000 00
First mortgage, Iowa and Minn. division.....	New York.....	July 1, 1897.	1897	7 per cent.	3,810,000 00
First mortgage, Prairie du Chien division.....	New York.....	Feb. 1, 1898.	1898	8 per cent.	3,674,000 00
Second mortgage, Prairie du Chien division.....	New York.....	Feb. 1, 1898.	1898	7½ per cent.	1,315,000 00
First mortgage, Chicago and Milwaukee division ..	New York.....	Jan. 1, 1903.	1873	7 per cent.	2,500,000 00
First mortgage, St. Paul (or Riv. r) division.....	London.....	Jan. 1, 1902.	1872	7 per cent.	4,000,000 00
First mortgage, Iowa and Dakota division.....	New York.....	July 1, 1899.	1899	7 per cent.	589,000 00
First mortgage, I. and D. division extension.....	New York.....	July 1, 1908.	1878	7 per cent.	3,836,000 00
First mortgage, Hastings and Dakota division.....	New York.....	Jan. 1, 1902.	1872	7 per cent.	129,000 00
First mortgage, Southwestern division.....	New York.....	July 1, 1909.	1879	6 per cent.	4,000,000 00
First mortgage, La Crosse and Davenport division ..	New York.....	July 1, 1919.	1879	5 per cent.	2,250,000 00
First mortgage, Southern Minnesota division.....	New York.....	July 1, 1910.	1880	6 per cent.	891,000 00
First mortgage Chicago and Pacific division.....	New York.....	July 1, 1910.	1880	6 per cent.	2,750,000 00
Second mortgage.....	New York.....	Oct. 1, 1884.	1884	7 per cent.	387,000 00
Minnesota Central.....	New York.....	July 1, 1894.	1894	7 per cent.	183,000 00
Milwaukee and Western.....	New York.....	July 1, 1891.	1891	7 per cent.	216,000 00
Real estate purchase money.....	New York.....	July 1, 1874.	1864	8 per cent.	97,500 00
Land grant income.....	New York.....	July 1, 1890.	1890	7 per cent.	398,000 00
2. Total bonded indebtedness.....					\$47,575,500 00
3. Proportionate amount of above for Wisconsin.....					13,874,192 00

Chicago, Milwaukee & St. Paul Railway Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt in excess of assets. None.

RECAPITULATION.

	In Wisconsin.	On whole line.
1. Total of capital stock.....	\$8,073,264 00	\$27,683,744 00
2. Total of bonded indebtedness.....	13,874,192 00	47,575,500 00
3. Total of unfunded and floating debt in excess of assets.....	None.	None.
4. Total of stock and debt	\$21,947,456 00	\$75,259,244 00
5. Capital stock per mile of road.....	\$9,227 00	\$9,277 00
6. Bonded indebtedness, per mile of road..	15,857 00	15,857 00
7. Unfunded and floating debt, per mile of road, in excess of assets	None.	None.
8. Total of stock and debt, per mile	\$25,084 00	\$25,084 00
9. Number of miles of road on which stock and debt is apportioned.....	874 ²⁵ / ₁₀₀	3,000 ¹⁴ / ₁₀₀

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly in what they consist:	
Unpaid pay rolls and vouchers.....	\$1,009,702 25
Bills payable.....	195,776 06
Dividends and interest unclaimed	39,817 46
Due other companies, etc.—“Current balances”.....	341,648 85
Total.....	\$1,586,444 64

QUICK ASSETS.

1. Specify particularly:	
Materials and fuel on hand	\$818,989 91
Cash on hand.....	1,288,970 43
Bills receivable.....	18,495 59
Due from agents, other companies, etc.—“Current balances”.....	724,222 0
Total.....	\$2,840,677 9

Chicago, Milwaukee & St. Paul Railway Company.

ANALYSIS OF EARNINGS.

1. Earnings from local passengers.....	}	\$2,755,067 94
2. Earnings from through passengers.....		
3. Earnings from express and baggage.....		230,159 15
4. Earnings from mails.....		246,789 08
5. Earnings from other sources, passenger department.....		81,266 53
6. Total earnings, passenger department.....		<u>\$3,313,282 70</u>
7. Earnings from passenger trains per train mile run (2,323,166 miles), \$1.43.		
8. Earnings from local freight.....		\$6,930,970 40
9. Earnings from through freight.....		686,027 35
10. Earnings from other sources, freight department.....		
11. Total earnings, freight department.....		<u>\$7,616,997 75</u>
12. Earnings from freight trains per train mile run (4,508,118 miles), \$1.69.		
13. Total transportation earnings.....		\$10,930,280 45
14. Transportation earnings per mile of road operated ¹ (2,398 miles).....		\$4,558 08
15. Earnings per train mile run from all trains earning revenue (6,831,284 miles).....		1 60
16. Proportion of earnings for Wisconsin.....		5,814,387 72
17. Rents.....		7,687 85
18. Incomes from all other sources: Stock yards and telegraph.....		58,313 34
19. Total income from all sources ²		<u>\$10,996,281 64</u>
20. Proportion for Wisconsin.....		<u>\$5,814,387 72</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....		\$186,288 59
2. Legal expenses.		46,854 63
3. Insurance.....		19,031 80
4. Stationery and printing (included in station and train supplies).....		
5. Outside agencies and advertising.....		89,183 57
6. Contingencies and miscellaneous.....		83,279 48
7. Repairs of bridges (including culverts and cattle guards).....		140,110 74
8. Repairs of buildings.....		119,643 53
9. Repairs of tools and machinery.....		43,089 69
10. Repairs of fences, road-crossings and signs.....		41,661 47
11. Renewal of rails.....	}	1,315,443 70
[No. tons laid, 11,475.]		
12. Renewal of ties.....		
[No. laid. Cannot give the number of ties laid in renewal at this time.]		
13. Repairs of road-bed and track.....		
14. Repairs of locomotives.....		324,105 4

¹ Average number of miles in operation for the year.² Earnings of elevators not included.

Chicago, Milwaukee & St. Paul Railway Company.

15. Fuel for locomotives	718,522 91
16. Water supply (included in other accounts).....	
17. Oil and waste.....	71,477 97
18. Locomotive service, salaries and wages.....	596,431.35
19. Repairs of cars	564,686 07
20. Train service, salaries and wages.....	427,098 29
21. Passenger train supplies (included in station and train supplies)	
22. Mileage passenger cars, debit balances	None.
23. Repairs of freight cars (see repairs of cars).....	
24. Freight train service, salaries and wages (included in train service)	
25. Freight train supplies (included in station and train supplies)	
26. Mileage freight cars, debit balances.....	9,391 11
27. Telegraph expenses (included in other accounts)	
28. Loss and damage, freight and baggage	5,416 95
29. Loss and damage, property and cattle.....	12,073 58
30. Personal injuries.....	38,008 07
31. Agents and station service, salaries and wages.....	928,185 18
32. Station and train supplies	183,792 52
33. Total operating expenses, being 54 per cent. of earnings.	\$5,968,725 67
34. Taxes in Wisconsin.....	\$190,410 71
Taxes in other states.....	144,415 21
	<u>834,825 92</u>
35. ¹ Total operating expenses and taxes, being 57 per cent. of earnings.....	<u>\$6,298,551 59</u>
36. Proportionate amount for Wisconsin (52 per cent.).....	<u><u>\$3,045,350 00</u></u>

¹ Expenses of elevators not included.

*Chicago, Milwaukee & St. Paul Railway Company.*MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.¹

MONTHS.	Passengers.	Freight.	Mails, Express and all other sources.	Total.
1879.				
July	\$231,747 51	\$468,791 28	\$41,602 81	\$742,141 60
August	231,167 34	415,949 38	44,915 51	692,032 23
September	233,572 18	664,573 68	45,958 51	994,104 37
October	230,317 02	984,599 67	48,555 86	1,263,472 55
November	202,310 02	822,276 05	54,410 41	1,078,996 48
December	178,960 11	783,269 08	83,070 63	1,045,299 82
1880.				
January	179,235 88	524,350 49	53,164 58	756,750 95
February	159,764 94	523,885 25	47,986 55	731,636 74
March	233,977 58	606,524 77	48,356 80	888,859 15
April	249,437 22	541,990 14	45,599 49	837,026 85
May	267,506 01	707,843 03	54,590 13	1,029,939 17
June	307,072 13	572,944 93	56,004 67	936,021 73
Totals	\$2,755,067 94	\$7,616,997 75	\$624,215 95	\$10,996,281 64
Pro. for Wis...	\$1,281,492 35	\$4,191,735 99	\$341,159 38	\$5,814,387 72

¹ Earnings and expenses of road are not included in these statements.

Chicago, Milwaukee & St. Paul Railway Company.

15. Fuel for locomotives		
16. Water supply (included in other account)		
17. Oil and waste		
18. Locomotive service, salaries and wages	Dividends.	Total.
19. Repairs of cars		
20. Train service, salaries and wages		
21. Passenger train supplies (included in station supplies)		
22. Mileage passenger cars, debit balances	\$148,651 61	\$833,450 62
23. Repairs of freight cars (see repairs of cars)	148,651 62	814,471 16
24. Freight train service, salaries and wages (service)	148,651 61	850,038 28
25. Freight train supplies (included in station supplies)	148,651 62	904,849 90
26. Mileage freight cars, debit balances	148,651 61	856,640 65
27. Telegraph expenses (included in other account)	148,651 62	859,349 56
28. Loss and damage, freight and baggage		
29. Loss and damage, property and cattle		
30. Personal injuries	148,651 61	827,558 17
31. Agents and station service, salaries and wages	148,651 62	841,928 33
32. Station and train supplies	148,651 61	862,217 11
33. Total operating expenses, being 54 pages	148,651 61	931,253 08
34. Taxes in Wisconsin	148,651 61	1,030,434 18
Taxes in other states	148,651 61	972,227 39
35. ¹ Total operating expenses and taxes, being 54 pages of earnings	\$148,651 61	\$10,604,418 43
36. Proportionate amount for Wisconsin (53 pages)		

¹ Expenses of elevators and CREDITS DURING THE

.....	\$16,153 58
.....	405,278 59
..... and water sta-	100,209 48
..... } }	815,410 89
..... and Minn-	378,042 12
.....	58,611 03
..... Extension	1,750,211 35
..... Division	216,938 12
.....	19,439 91
.....	7,015 86
.....	59,966 22
.....	119,630 67
.....	5,353,645 74
.....	2,197,710 32
.....	1,616,087
.....	\$12,609,860 84

Waukegan & St. Paul Railway Company.

cars, 26].....	\$176,594 94
cars [Number, 4].....	30,248 10
baggage cars [Number, 15].....	46,591 35
cars [Number, 1,174].....	578,375 87
.....	<u>\$831,810 26</u>

Charged to property account

Charged to property accounts.....\$13,441,171 10

Used in valuation on the books) and
accounts during the year (specifying
.....

Property account for the year.....\$13,441,171 10

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1879.....	\$60,395,466 18
Construction, purchase, etc., during the year...	13,649,360 84
During the year.....	831,810 26
Construction, purchase and equipment	
ending June 30, 1880.....	<u>13,441,171 10</u>
Balance to date, June 30, 1880, (on 2,290	
.....	<u>\$73,836,637 28</u>

Wisconsin on basis of miles of road	
.....	\$27,019,695 21
.....	32,243 00
..... in Wisconsin.....	32,243 00
..... the road in the State of Wisconsin at	
..... it can be arrived at from the books	
.....	<u>\$32,900,000 00</u>

Chicago, Milwaukee & St. Paul Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

(As per pay rolls month of June, 1890.)

	No. of per- sons em- ployed.	Average salary per month.	Total salaries. Month of June.
1. Division, assistant superintendents and roadmasters.....	37	\$131 71	\$5,173 31
Clerks in all offices.....	419	65 95	27,633 92
Agents, and telegraph operators.....	702	48 70	34,185 08
Master mechanics.....	8	132 08	1,056 66
Machinists and shopmen.....	744	58 17	43,279 23
Conductors.....	286	74 28	21,245 63
Engineers.....	379	89 06	33,753 52
Firemen and wipers.....	668	41 86	27,961 11
Brakemen.....	617	45 84	28,288 00
Flagmen, switchtenders, gatekeepers, and watchmen.....	256	39 79	10,186 02
Section foremen.....	495	41 55	20,568 11
Section laborers.....	2,716	28 51	77,442 51
All other employes.....	3,497	42 58	148,908 88
	10,824	\$44 31	\$479,676 98
Average per annum.		\$531 72	

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

Chicago, Milwaukee & St. Paul Railway Company.

ASSETS.		Dollars.	Cts.
Cost of road.....		78,836	637 28
Bonds, stock, etc., of other roads.....		3,603	815 22
Stock of material on hand.....		8,131	989 91
Cash on hand.....		1,288	970 45
Bills receivable.....			13,495 59
Due from agents, other companies, etc., (current balances)		724	222 02
		<u>\$80,281,</u>	<u>130 47</u>
		\$80,281,	130 47

Chicago, Milwaukee & St. Paul Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

Name of Division or Branch.	From	To	STATE.				Total Miles.
			Wisconsin Miles.	Illinois Miles.	Iowa Miles.	Minnesota Miles.	
Milwaukee		Western Ave., Chic.	37.60	44.60	.....	.....	82.20
P. C. & St. Louis Jc		Milw. Ave., Chic.	.....	.40	.....	.....	.40
Kinnickinnic		Bay View	.75	.....	.....	.....	.75
Milwaukee		La Crosse	196.39	.....	.....	.....	196.39
La Crosse Levee			.75	.....	.....	.....	.75
Watertown Jct.		Madison	36.55	.....	.....	.....	36.55
New Lisbon		Necedah	12.86	.....	.....	.....	12.86
La Crosse Bri. Line.			.97	.....	.....	.96	1.93
Bridge Junction		St. Paul	.....	.....	.....	128.51	128.51
Bridge Junction		So. Minn. Junc.	.....	.....	.....	3.35	3.35
Milwaukee		Portage	95.08	.....	.....	.....	95.08
Horton		Berlin	42.80	.....	.....	.....	42.80
Rush Lake		Winneconne	14.80	.....	.....	.....	14.80
Spring St. Junc.		Schwarzburg	5.34	.....	.....	.....	5.34
Stock Yards		P. du C. Div. Junc.	.66	.....	.....	.....	.66
Milwaukee		Prairie du Chien	194.40	.....	.....	.....	194.40
Milton		Monroe	42.90	.....	.....	.....	42.90
McGregor		Minneapolis	.....	.....	84.88	130.54	215.42
St. Paul Junc.		St. Paul	.....	.....	.....	5.61	5.61
Conover		Decorah	.....	.....	8.77	.....	8.77
Calmar		Algona	.....	.....	126.11	.....	126.11
Algona		Marion Junc.	.....	.....	123.17	.....	123.17
Austin		Mason City	.....	.....	27.96	11.37	39.33
Wabasha		Zumbrota	.....	.....	.....	59.00	59.00

Chicago, Milwaukee & St. Paul Railway Company.

CHARACTERISTICS OF ROAD — continued.
(PROPRIETARY AND LEASED LINES.)

Name of Division or Branch.	From	To	STATE.					Total Miles.
			Wisconsin Miles.	Illinois Miles.	Iowa Miles.	Minnesota Miles.	Dakota Miles.	
3. Proprietary lines.....			None	None	None	None	None	None.
4. Leased lines.*								
Dubuque So. Western..	Farley	Paralta.....						49.00
Minnesota Midland....	Marion	Cedar Rapids....			49.00			59.00
Oshkosh & Miss. River..	Wabasha	Zumbrota.....				59.00		20.00
Viroqua Ry	Oshkosh	Ripon.....	20.00					32.20
	Viroqua Junc.....	Viroqua.....	32.20					
Sioux City & Dakota {	Sioux City	Yankton.....						
Pine River Valley and	Davis Junc.....	Sioux Falls.....			42.53		92.47	135.00
Stevens Point	Lone Rock	Richland Center....	16.00					16.00
Total of leased lines.....			68.20		91.53	59.00	92.47	811.20
RECAPITULATION.								
Total of lines owned.....			806.75	263.55	640.59	825.44	152.73	2,689.06
Total of proprietary lines.....								
Total of leased lines			68.20		91.53	59.00	92.47	311.20
Total mileage of all lines operated.....			874.95	263.55	732.12	884.44	245.20	3,000.26
Total mileage of sidings, estimated.....			150.00	53.00	95.00	118.00	9.07	425.00
Number of junction stations.....			27	8	24	15		74
What is the gauge of your lines? 4 ft. 8½ inches, excepting Wabasha Division, which is 3 feet.								
<i>Roads built during the year.</i>								
From Pattersonville, Iowa to Running Water, Dakota.					23.17		100.43	123.60
From Marion Junction, Dakota, to Mitchell, D. kota.							44.30	44.30
From Fayette, Iowa, to I. & D. Div. Junction, Iowa.					25.00			25.00

*These roads are operated under leases, but the stock and bonds of all the Companies are owned substantially by the Chicago, Milw. & St. Paul Co.

Chicago, Milwaukee & St. Paul Railway Company.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE	Whole line.	In Wisconsin.
1. Number miles run by passenger trains.	2,323,166	953,702
2. Number miles run by freight and mixed trains.....	4,508,118	1,984,870
3. Number miles run by wood, gravel and construction trains.....	773,749	225,588
4. Mileage of switching trains	1,543,206	852,209
5. Total mileage	9,148,239	4,016,369
6. Proportion for Wisconsin. Give per centage and miles.....		44 per cent.
PASSENGER TRAFFIC.		
7. Total number of passengers carried...	1,862,952	891,866
8. Number of passengers carried one mile (eastward).....	46,429,623	22,959,231
9. Number of passengers carried one mile (westward).....	48,093,225	23,800,914
10. Total number pass'rs carried one mile.	94,522,848	46,760,145
11. Rate per pass'r per mile on whole line.	\$.02 ⁹³ / ₁₀₀	
12. Rate per pass'r per mile in Wisconsin.		\$.02 ⁷⁴ / ₁₀₀
13. Av'ge distance traveled by each pass'r.	46 ⁴⁴ / ₁₀₀	47 ⁸⁶ / ₁₀₀

TONNAGE OF FREIGHTS CARRIED.	Tons.	lbs.
1. Grain	745,066	1,644
2. Flour	248,946	1,680
3. Provisions	41,780	745
4. Salt, cement, water lime and stucco	40,501	1,800
5. Manufactures, including agricultural implements, furniture and wagons	42,179	855
6. Live stock.....	166,434	800
7. Lumber and forest products	527,923	1,075
8. Iron, lead and mineral products	144,189	040
9. Stone, brick, lime, sand, etc	133,832	1,760
10. Coal	196,375	530
11. Merchandise and other articles	295,106	1,005
12. All other freights not above enumerated.....	344,732	1,892
13. Total freight in tons.....	2,927,119	1,346
14. Proportion for Wisconsin	1,451,736	50

Chicago, Milwaukee & St. Paul Railway Company.

MILEAGE, TRAFFIC, Etc. — continued.

TONNAGE OF FREIGHTS CARRIED—con.	Whole line.	In Wisconsin.
15. Number of tons of freight carried one mile.....	442,907,736	242,251,915
16. Number of tons of freight carried (eastward)	1,727,579	871,867
17. Number of tons of freight carried (westward)	1,199,541	579,869
18. Average rate per ton per mile on all freights carried.....	.017 ³ / ₁₀₀	.17 ³ / ₁₀₀
MILEAGE EARNINGS FOR THE YEAR.		
1. Earnings per mile of road on freight..	\$3,176 39	\$4,874 11
2. Earnings per mile of road on pass'rs..	1,148 90	1,490 11
3. Earnings per mile of road on mails, express and all other sources.....	260 31	396 70
4. Total earnings, per mile.....	4,585 60	6,760 92
5. Net earnings per mile.....	1,959 02	3,219 81
6. Earnings per train mile run, on freight.	1 69	2 11
7. Earnings per train mile run, on pass'rs.	1 19	1 34
8. Earnings per train mile run, on mails, express and all other sources.....	09	12
9. Total earnings per train mile.....	1 61	1 98
10. Net earnings per train mile	69	94
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line as 10 to 28; in Wisconsin as 10 to 33		
12. What is the rate of passenger per mile.	\$0 02 ³² / ₁₀₀	\$0 02 ⁷⁴ / ₁₀₀
13. Number of passengers carried one mile	94,522,848	46,760,145
14. Number of miles of operated road upon which above estimates are based ...	12,398	1860

¹ Average miles in operation for the year.

Chicago, Milwaukee & St. Paul Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

	Whole Line.	In Wisconsin.
1. Average operating expenses per mile of road...	\$2,626 58	\$3,541 11
2. Average operating expenses per train mile, passenger, freight and mixed train miles.....	93	1 04
3. Cost of maintaining track and bridges per mile.	16	14
4. Cost of repairing engines per mile run.....	03½	04
5. Cost of engineers and firemen per mile run.....	06½	97
6. Cost of oil and waste per mile run.....	008	009
7. Cost of fuel per mile run.....	08	08

EARNINGS, AND EXPENSE STATEMENT.
CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 2398 miles....		\$11,425,125 03
Deduct operating expenses and taxes.....		6,379,752 75
Leaving net earnings.....		\$5,045,372 28
Amount of interest paid on funded debt...	\$2,522,047 48	
Total of interest.....		2,522,047 48
Balance		\$2,523,324 80
Dividends paid, viz:—		
On preferred stock 7 per cent.....	\$859,563 80	
On common stock 6 per cent.....	924,255 56	
Total of dividends.....		1,783,819 36
Leaving surplus		\$739,505 44

EQUIPMENT.

Number of locomotives.....	344
Number of passenger cars.....	141
Number of baggage, mail and express cars.....	109
Number of parlor or sleeping cars.....	18
Number of freight cars (basis of 8 wheels).....	8791
Number of other cars.....	72

GENERAL QUESTIONS.
U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Between Mil. and State Line (Chicago Div.).....	\$368.14 per mile per an.
Between Mil. and La Crosse.....	318.55 per mile per an.

Chicago, Milwaukee & St. Paul Railway Company.

Between Watertown Junction and Madison.....	\$42.75 per mile per an.
Between New Lisbon and Necedah.....	42.75 per mile per an.
Between Milwaukee and Berlin, 81.89 miles....	86.10 per mile per an.
Between Milwaukee and Berlin, 15.65 miles.....	76.10 per mile per an.
Between Horicon and Portage.....	53.81 per mile per an.
Between Rush Lake and Winneconne.....	42.75 per mile per an.
Between Oshkosh and Ripon.....	47.88 per mile per an.
Between Lone Rock and Richland Center.....	42.75 per mile per an.
Between Milwaukee and Prairie du Chien.....	129.11 per mile per an.
Between Milton and Monroe.....	47.88 per mile per an.
Between Madison and Portage.....	52.16 per mile per an.
Between Viroqua Junction and Viroqua.....	42.75 per mile per an.
Between Racine and State Line (S. West Div.)....	83.79 per mile per an.
Between Eagle and Elkhorn.....	42.75 per mile per an.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

AMERICAN EXPRESS COMPANY.

Between Chicago and Milwaukee.....	\$62.00 per day.
Between Milwaukee and La Crosse.....	} 115.00 per day.
Between Madison and Portage.....	
Between Watertown Junction and Madison.....	
Between New Lisbon and Necedah.....	15 cents per 100 lbs.
Between Viroqua Junction and Viroqua:	
Between Sparta and Viroqua.....	30 cents per 100 lbs.
Between other points.....	20 cents per 100 lbs.
Between Milwaukee and Berlin.....	} \$75.00 per day.
Between Horicon and Portage.....	
Between Rush Lake and Winneconne.....	
Between Oshkosh and Ripon.....	
Between Milwaukee and Racine and Rock Island, including Eagle and Elkhorn branch....	\$1,000.00 per month; excess, double first class rates.

UNITED STATES EXPRESS COMPANY.

Between Milwaukee and Prairie du Chien, and Mil- ton and Monroe.....	} \$71.00 per day.
Freights taken at depots.	

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

All fast freight lines doing business between eastern and northwestern points, run over the C. M. & St. P. road, but no contract or special arrangement exists whereby different rates from those charged the general public are made on freight secured by such fast freight lines.

Chicago, Milwaukee & St. Paul Railway Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

We run no dining cars — the sleepers and parlor cars in use belong to the company. Additional charges for accommodation are as follows:

In Sleepers:

Between Chicago and Milwaukee, and Prairie du Chien and La Crosse	\$1 50
Between Chicago and Milwaukee, and St Paul and Minneapolis....	2 00
Between Milwaukee and Rock Island.....	1 50

In Parlor Cars:

Between Chicago and Milwaukee.....	35
Between Chicago and intermediate points.....	25

10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No.
12. Have you made any reduction in such rates, from any stations, since the date of last report?
No.
13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors? If so, what is it, *and is it enforced?*
It is a rule of the company not to employ or retain in service men who make an immoderate use of intoxicating liquors, and this rule is enforced.

LANDS RECEIVED AND SOLD, Etc.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
This company has been granted no land in the state of Wisconsin.

Chicago, Milwaukee & St. Paul Railway Company.

[illegible]

Chicago, Milwaukee & St. Paul Railway Company.

[illegible]

Thrupp, Williams & Co. Print Binding Company.

[illegible]

Chicago, Milwaukee & St. Paul Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails:
One accident. Total No. injured, 8.
2. Of the above accidents, those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No., unknown.
3. Of the above accidents, those numbered as follows were caused by COLLISIONS, not properly coming under 2:
Total No.
4. Of the above accidents, those numbered as follows were caused by explosions:
Total No.
5. Amount paid as damages caused by fire from locomotives (in Wisconsin):
\$839.00

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

(IN WISCONSIN.)

	Number killed.	Amount paid.
1. Cattle	40	\$800 00
2. Horses	5	410 00
3. Mules		
4. Sheep	4	18 00
5. Hogs	8	38 00
6. Total	57	\$1,066 00

7. Amount claimed yet unsettled, or in litigation..... \$—

STATE OF WISCONSIN, *County of Milwaukee*, ss.

S. S. Merrill, General Manager, and R. D. Jennings, Secretary, of the Chicago, Milwaukee and Saint Paul Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

[SEAL.]

S. S. MERRILL
General Manager.
R. D. JENNINGS,
Secretary.

Subscribed and sworn to, before me, a notary public, this 15th day of October, A. D. 1880.

[SEAL.]

G. E. WEISS,
Notary Public,
Milwaukee Co. Wis.

Chicago & Northwestern Railway Company.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Albert Keep.....	Chicago.
Vice President.....	M. L. Sykes.....	New York.
Secretary.....	M. L. Sykes.....	New York.
Treasurer	M. L. Sykes.....	New York.
General Manager	Marvin Hughitt	Chicago.
General Superintendent.....	J. S. Oliver.....	Chicago.
Chief Engineer	E. H. Johnson.....	Chicago.
Supt of Telegraph.....	G. H. Thayer.....	Chicago.
Auditor	J. B. Redfield	Chicago.
General Pass. and Ticket Agt..	W. H. Stennett	Chicago.
General Freight Agent.....	H. C. Wicker.....	Chicago.
General Solicitor	B. C. Cook.....	Chicago.

1. General Offices at Chicago, Illinois.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A. G. Dutman.....	New York.	Samuel F. Barger....	New York.
David Dows	New York.	Chauncey M. Depew..	New York.
R. P. Flower.....	New York.	D. P. Morgan.....	New York.
Jay Gould....	New York.	M. L. Sykes	New York.
Sydney Dillon . . .	New York.	John M. Burke	New York.
Frank Work.....	New York.	Wm. L. Scott.....	Erie, Pa.
C. J. Osborn.....	New York.	Albert Keep.....	Chicago.
D. O. Mills	New York.	Marvin Hughitt	Chicago.
Augustus Schell ...	New York.		

EXECUTIVE COMMITTEE.

ALBERT KEEP, CHAUNCEY M. DEPEW, WM. L. SCOTT, D. O. MILLS,
AUGUSTUS SCHELL, A. G. DILLMAN, SAM'L F. BARGER.

Chicago & Northwestern Railway Company.

2. Date of annual election of directors, first Thursday in June.
 3. Name and address of person to whom correspondence concerning this report should be directed, B. C. Cook, General solicitor, Chicago.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total income.....	\$16,155,122 75
2. Operating expenses.....	6,749,723 24
3. Excess of income over operating expenses.	\$9,405,399 51
4. Taxes.....	367,005 69
5. Rentals (specifying amount to each company)	1,381,470 51
Chi., Ia. & Neb. R. R.....	\$550,263 96
C. Rapids & Mo. River R. R.....	860,321 10
Maple River R. R.....	28,214 08
Des M. & Minn. R. R.....	2,671 37
6. Interest accrued during the year, viz.....	2,346,051 36
7. Dividends declared, viz.....	2,405,521 00
On preferred stock, 7 per cent.....	\$1,506,568 00
On common stock, 6 per cent.....	898,953 00
8. Sinking funds.....	83,120 00
8½. Deficit in accounts of roads controlled, etc.....	1,094,685 22
9. Total of 4, 5, 6, 7, 8 and 8½.....	\$7,677,853 78
10. Balance for the year—June 30, 1880, being the difference between 3 and 9	\$1,727,545 78

CAPITAL STOCK.

Capital stock authorized by charter. Not fixed.
 How many kinds of stock at date of last report?
 Two.

Amount of common stock at date of last report.....	\$15,109,655 97
¹ Proportionate amount of same for Wisconsin	6,349,780 72
Amount of preferred stock at date of last report.....	21,702,844 56
¹ Proportionate amount of same for Wisconsin.....	9,120,581 10

Total capital stock at date of last report	\$36,812,500 53
--	-----------------

Rate of preference: Seven per cent.

How much common stock has been issued since date of last report? None

How much preferred stock has been issued since date of last report? None.

Total amount of stock now outstanding.....	\$36,812,500 53
--	-----------------

¹ Proportionate amount of same for Wisconsin: Preferred, \$9,158,485.57; common, \$6,376,194.96.....	\$15,534,680 53
--	-----------------

¹ On a basis of miles of road within the state relative to the whole number of miles owned by the company.

*Chicago & Northwestern Railway Company.***FUNDED DEBT.**

1. Describe, specifically, all outstanding bonds, giving amount, date of issue, rate of interest, and when and where payable.

NAME OF BONDS.	Where payable.	When payable.	Date of issue.	Rate of interest.	Amount.
Preferred Sinking Fund, first mortgage.....	New York.....	Aug. 1, 1885..	Jan. 1, 1859..	7 per cent.	971,400 00
Funded Coupons	New York.....	Nov. 1, 1883..	Aug. 1, 1861..	7 per cent.	676,300 00
General first mortgage.....	New York.....	Aug. 1, 1885..	July 1, 1859..	7 per cent.	3,440,300 00
Appleton Extension, first mortgage	New York.....	Aug. 1, 1885..	Nov. 1, 1860..	7 per cent.	116,000 00
Green Bay Extension, first mortgage	New York.....	Aug. 1, 1885..	Ap'l 1, 1862..	7 per cent.	180,000 00
G. and C. U. R. R., first mortgage.....	New York.....	Feb. 1, 1882..	Feb. 1, 1853..	7 per cent.	1,632,000 00
Miss. R. b'idge, first mortgage.....	New York.....	Jan. 1, 1884..	Jan. 1, 1864..	7 per cent.	153,000 00
Penn. R. R., first mortgage	New York.....	Sept. 1, 1898..	July 1, 1863..	7 per cent.	272,000 00
Bel. and Mad. R. R., first mortgage	New York.....	Jan. 1, 1888..	Jan. 1, 1863..	7 per cent.	346,000 00
Consolidated S. F.	New York.....	Feb. 1, 1915..	Feb. 1, 1865..	7 per cent.	5,211,000 00
Chi. and Mil. Ry., first mortgage	New York.....	July 1, 1898..	July 1, 1863..	7 per cent.	1,700,000 00
Men. River Ry., first mortgage.....	New York.....	July 1, 1906..	July 1, 1876..	7 per cent.	400,000 00
Consolidated S. F. of 1879	New York.....	Oct. 1, 1929..	July 1, 1879..	6 per cent.	3,200,000 00
Mad. Extension, first mortgage	New York.....	Ap'l 1, 1911..	Ap'l 1, 1871..	7 per cent.	3,150,000 00
Men. Extension, first mortgage	New York.....	June 1, 1911..	June 1, 1871..	7 per cent.	2,700,000 00
General Consol. Gold	New York.....	Dec. 1, 1902..	Dec. 1, 1872..	7 per cent.	12,343,000 00
2. Total bonded indebtedness.....					\$36,891,000 00
3. Proportionate amount of above for Wisconsin.....					15,356,809 85

Chicago & Northwestern Railway Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt..... \$3,508,290 88

RECAPITULATION.

	In Wisconsin.	On whole line.
1. Total of capital stock.....		\$36,812,500 53
2. Total of bonded indebtedness.....		36,391,000 00
3. Total of unfunded and floating debt ...		3,508,290 88
4. Total of stock and debt		<u>\$76,711,791 41</u>
5. Capital stock per mile of road.....	\$30,590 92	\$30,590 92
6. Bonded indebtedness, per mile of road.	27,581 48	27,581 48
7. Unfunded and floating debt, per mile of road	2,146 87	2,146 87
8. Total of stock and debt, per mile	<u>\$60,319 27</u>	<u>\$60,319 27</u>
9. Number of miles of road on which stock and debt is apportioned:		
{ Stock and funded debt.....	\$507 82	\$1,203 38
{ Unfunded debt (average) ...	506 61	1,634 14

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly in what they consist:

Outstanding bills, pay rolls and accounts.....	\$2,084,004 10
Outstanding coupons and dividends, including coupons duly 1, 1880.....	768,355 76
Balance due leased roads in Iowa.....	290,164 11
Balance due sundry R. R. companies.....	22,552 95
Total.....	<u>\$3,165,076 92</u>

QUICK ASSETS.

1. Specify particularly:

Due from express companies	\$7,465 36
Due from U. S. government.....	72,789 34
Due from station agents, earnings and collections....	750,170 91
Due from sundry companies and individuals.....	81,994 54
Bills receivable.....	21,030 23
Cash on hand.....	602,089 18
Total.....	<u>\$1,485,539 51</u>

Chicago & Northwestern Railway Company.

ANALYSIS OF EARNINGS.

1. Earnings from passengers.....	\$3,370,183 70
3. Earnings from express and baggage.....	271,399 67
4. Earnings from mails.....	256,712 32
6. Total earnings, passenger department.....	<u>\$3,898,295 69</u>
7. Earnings from passenger trains per train mile run (2,720,- 824 miles), \$1.43 ⁷ / ₁₀₀	
11. Total earnings, freight department.....	<u>\$12,139,566 62</u>
12. Earnings from freight trains per train mile run (6,670,- 804 miles), \$1.81 ⁹ / ₁₀₀	
13. Total transportation earnings.....	<u>\$16,037,862 31</u>
14. Earnings per mile of road operated (1,634.14 miles).....	\$9,814 25
15. Earnings per train mile run from all trains earning revenue (9,391,628 miles).....	1 70 ²⁷ / ₁₀₀
16. Proportion of earnings for Wisconsin, actual.....	\$3,381,151 30
18. Incomes from all other sources: Miscellaneous earnings.....	117,260 44
19. Total income from all sources.....	<u>\$16,155,122 75</u>
20. Proportion of income for Wisconsin, actual.....	<u>\$3,392,877 64</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$220,248 61
2. Legal expenses.....	
3. Insurance.....	
4. Stationery and printing.....	54,359 45
5. Outside agencies and advertising.....	105,430 90
6. Contingencies and miscellaneous.....	90,371 96
7. Repairs of bridges (including culverts and cattle guards).....	255,796 90
8. Repairs of buildings.....	155,240 44
9. Repairs of tools and machinery.....	100,824 04
10. Repairs of fences, road-crossings and signs.....	82,140 59
11. Renewal of rails.....	377,959 54
[No. tons laid, 12,446, 1,850 lbs.]	
12. Renewal of ties.....	275,889 81
[No. laid, 915,079.]	
13. Repairs of road-bed and track.....	532,970 64
14. Repairs of locomotives.....	412,314 04
15. Fuel for locomotives.....	687,288 84
16. Water supply.....	
17. Oil and waste.....	75,136 38
18. Locomotive service, salaries and wages.....	734,242 88
19. Repairs of passenger cars.....	161,418 64
20. Train service, salaries and wages.....	482,563 21
21. Train supplies.....	87,398 81
22. Mileage passenger cars, debit balances.....	14,309 64
23. Repairs of freight cars.....	378,049 53

Chicago & Northwestern Railway Company.

24. Freight train service, salaries and wages (included in No. 20) .....	.....
25. Freight train supplies (included in No. 21) .....	.....
26. Mileage freight cars, debit balances	25,462 76
27. Telegraph expenses .....	.....
28. Loss and damage, freight and baggage	22,960 56
29. Loss and damage, property and cattle	8,377 63
30. Personal injuries	57,032 56
31. Agents and station service, salaries and wages	1,284,037 87
32. Station supplies	118,008 01
33. Total operating expenses, being 41 73-100 per cent. of earnings	\$6,749,723 24
34. Taxes in Wisconsin	127,911 06
Taxes in other states	239,094 63
35. Total operating expenses and taxes, being 44 5-100 per cent. of earnings	\$7,116,728 93
36. Proportionate amount for Wisconsin	\$2,206,801 81

Chicago & Northwestern Railway Company.

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR ENDING JUNE 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, Express, and all other sources.	Total.
1879.				
July.....	\$282,255 69	\$878,085 43	\$55,419 74	\$1,215,760 86
August.....	259,987 81	931,806 55	52,738 99	1,244,483 35
September.....	304,555 15	1,223,549 03	53,800 24	1,581,904 42
October.....	322,338 88	1,355,253 25	51,136 56	1,728,748 69
November.....	243,591 61	1,113,666 56	56,719 73	1,413,977 90
December.....	237,257 23	937,810 43	51,952 54	1,217,020 20
1880.				
January.....	247,422 03	767,985 23	48,892 47	1,064,299 73
February.....	231,271 55	763,399 08	53,866 08	1,048,536 66
March.....	306,723 95	883,207 24	48,883 93	1,238,814 15
April.....	290,433 53	820,151 84	52,258 39	1,162,843 26
May.....	311,059 83	1,328,451 80	70,830 35	1,710,371 98
June.....	333,247 41	1,146,200 68	43,873 46	1,523,361 55
Totals.....	\$3,370,183 70	\$12,139,566 62	\$645,372 43	\$16,155,122 75
Actual for Wisconsin.....	\$841,724 01	\$2,402,459 03	\$148,604 60	\$3,392,877 60

Chicago & Northwestern Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating Expenses.	Taxes.	Rentals, etc.	Interest and Sinking Funds.	Dividends.	Total.
1879.						
July	\$563,583 44	\$4,736 15	\$104,451 13	\$196,988 02	.....	\$869,753 74
August.....	510,064 88	65,336 64	125,337 33	193,584 33	.....	894,313 18
September...	540,118 76	2,825 82	149,756 61	188,384 51	.....	1,257,707 70
October	603,395 78	699 67	145,878 99	207,450 59	.....	957,425 03
November....	584,037 03	332 25	139,018 23	262,559 92	.....	985,947 43
December....	547,881 16	1,468 88	87,585 83	186,751 72	826,117 00	1,649,304 59
1880.						
January.....	502,986 92	157,966 93	66,615 35	199,638 58	.....	927,197 78
February....	512,813 50	82,036 65	74,020 05	194,089 42	.....	863,559 62
March	539,097 66	30 62	128,711 01	195,275 53	.....	1,239,756 82
April	596,515 54	431 85	115,576 41	203,018 13	.....	917,541 93
May	557,849 18	1,119 70	166,291 29	199,978 36	826,120 00	1,751,358 53
June	691,889 39	50,020 53	143,439 33	199,482 25	.....	1,084,831 50
Totals.....	\$6,749,723 24	\$367,005 69	\$1,447,281 56	\$2,429,171 36	\$2,405,521 00	\$13,398,702 85
Pro. for Wis..	\$2,092,524 07	\$113,777 74	\$449,680 84	\$753,082 66	\$745,750 67	\$4,153,815 98

Chicago & Northwestern Railway Company.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry (included in No. 3) .....	.....
2. Bridging.....	\$172,756 22
3. Superstructure, including rails.....	189,081 76
4. Land, land damages and fences	187,512 43
5. Passenger and freight stations, wood sheds and water stations	} 328,466 75
6. Engine houses, car sheds and turn-tables	
7. Machine shops.....	
10. Total for construction.....	<u>\$877,817 16</u>
15. Total for equipment.....	<u>\$560,293 93</u>
17. Total expenditures charged to property accounts.....	<u>\$1,438,111 09</u>
19. Net addition to property account for the year.....	<u>\$1,438,111 09</u>

COST OF ROAD.**CONSTRUCTION AND EQUIPMENT.**

1. Cost of line, June 30, 1879.....	\$72,499,585 14
2. Paid for construction during the year.....	877,817 16
3. Paid for equipment during the year.....	560,293 93
4. Total expended for construction and equipment during the year ending June 30, 1880	<u>1,438,111 09</u>
5. Total cost of entire line to date, June 30, 1880, (on 1,203.38 miles) ¹	<u>\$73,937,696 23</u>
6. Cost of portion in Wisconsin (on 507.82 miles) ¹	\$31,201,317 04
7. Cost of road per mile ¹	61,443 56
8. Cost of road per mile in Wisconsin ¹	<u>61,443 56</u>

¹ This "Cost of Road," includes construction charges upon leased roads not included in this number of miles.

Chicago & Northwestern Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters.....	20	\$2,069 80	\$41,396 00
Clerks in general offices..... }			
Agents, and clerks at all stations... }	959	684 63	656,560 17
Master and skilled mechanics..... }			
Helpers in shops..... }	1,561	614 40	959,078 40
Conductors.....	219	861 97	188,772 00
Engineers.....	401	948 86	380,496 00
Firemen and wipers.....	590	555 47	327,725 30
Brakemen.....	421	599 29	252,303 72
Flagmen, switchtenders, gatekeepers, and watchmen.....	526	511 44	269,017 44
Section foremen.....	292	544 48	158,940 00
Section laborers.....	1,541	334 23	515,052 00
All other employes.....	1,917	444 00	851,148 00

Chicago & Northwestern Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

Assets.		LIABILITIES.	
Dollars.	Cts.	Dollars.	Cts.
Cost of road and equipment.....	78,937,696 23	Capital stock.....	86,812,500 53
Proprietary railroads.....	2,768,431 53	Funded debt.....	86,250,000 00
Real estate.....	250,564 28	Live bonds in sinking fund.....	141,000 00
Railroad bonds on hand.....	3,200,600 00	Real estate mortgages.....	269,149 45
Common and preferred stock owned by Co....	298,953 01	Current bills, pay rolls and accounts.....	2,084,004 10
Materials.....	1,201,596 65	Outstanding coupons and dividends, includ- ing coupons due July 1, 1880.....	768,355 76
Due from express companies.....	7,405 36	Balance due leased roads in Iowa.....	290,164 11
Due from U. S. Government.....	72,789 34	Balance due sundry railroad companies.....	22,552 95
Due from station agents, earnings and collec- tions.....	750,170 91	Land grant account.....	74,064 51
Due from sundry companies and individuals..	31,994 54	Income account.....	6,431,589 80
Bills receivable.....	21,030 23		
Cash on hand.....	602,089 13		
	<u>\$88,143,381 21</u>		<u>\$88,143,381 21</u>

Chicago & Northwestern Railway Company.

(LEASED LINES)

Leased lines:							
C. I. & N. R. R.	East End M. R. Br.	Clinton	1.10	1.10	1.10	1.10	1.10
C. I. & N. R. R.	Clinton	C. Rapids	81.80	81.80	81.80	81.80	81.80
C. R. & M. R. R.	C. Rapids	Mo River	271.60	271.60	271.60	271.60	271.60
C. R. & M. R. R.	Clinton	Lyons	2.60	2.60	2.60	2.60	2.60
Maple River R. R.	Maple River Jan.	Mapleton	60.15	60.15	60.15	60.15	60.15
Maple River R. R.	Wal Lake	Sac City	12.76	12.76	12.76	12.76	12.76
Des. M. & M. R. R.	Des Moines	Dallanan	58.00	58.00	58.00	58.00	58.00
Total of leased lines			487.51	487.51	487.51	487.51	487.51
Total of lines owned							
Total of leased lines			507.82	489.90	197.16	8.50	1,203.38
Total of leased lines						487.51	487.51
Total trackage of all lines operated			507.82	489.90	197.16	496.01	1,690.89
Sidings:							
Mileage of sidings, belonging to road owned			104.82	132.49	31.43	.32	269.06
Mileage of sidings belonging to leased lines						64.72	64.72
Total mileage of sidings			104.82	132.49	31.43	65.04	333.78
Number of junction stations			14	11	2	10	37
What is the gauge of your lines? 4 ft. 8½ inches.							
Road built during year: Water Power Ex., at Appleton, Wis. 3.63.							

No proprietary lines embraced in this report

Chicago & Northwestern Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

Name of Division or Branch.	From	To	STATE.					Total Miles.
			Wisconsin Miles.	Illinois Miles.	Mich. Miles.	Iowa Miles.	Minnesota Miles.	
Wisconsin Division	Chicago	Ft. Howard	175.03	70.80				245.83
Wisconsin Division	Kenosha	Rockford	27.50	44.60				72.10
Wisconsin Division	Chicago	Montrose		5.20				5.20
Galena Division	Chicago	East End M. R. Br'g		37.00				37.00
Galena Division	Chicago	Freeport		121.00				121.00
Galena Division	Elgin	Lake Geneva	8.70	36.34				45.04
Galena Division	Geneva	St. Charles		2.40				2.40
Galena Division	Geneva	Batavia		3.20				3.20
Galena Division	Chi. So. Bra. Junc.	River		4.50				4.50
Iowa Division	Stanwood	Tipton				8.50		8.50
Madison Division	Belvidere	Madison	48.80	20.10				68.90
Madison Extension	Madison	Winona Junction	129.10					129.10
Madison Division	Winona J.	Winona	29.00					29.00
Peninsula Division	Ft. Howard	Mich. State Line	49.45					49.45
Peninsula Division	Mich. State Line	Escanaba			64.65			64.65
Peninsula Division	Escanaba	Lake Angeline Mine			68.00			68.00
Peninsula Division	Branches and Ex.	Mines			39.80			39.80
Peninsula Division	Menominee R. J.	Quinneseec			24.71			24.71
Milwaukee Division	Chicago	Milwaukee	40.24	44.76				85.00
Length of single track owned.								
Sidings.			507.82	489.90	197.16	8.50		1,203.38
			104.82	132.49	31.43	.92		269.06

Chicago & Northwestern Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

Name of Division or Branch.	From	To	STATE.					Total Miles.
			Wisconsin Miles.	Illinois Miles.	Mich. Miles.	Iowa Miles.	Minnesota Miles.	
Wisconsin Division....	Chicago.....	Ft. Howard.....	175.03	70.80	.....	.....	.....	245.83
Wisconsin Division....	Kenosha.....	Rockford.....	27.50	44.60	.....	.....	.....	72.10
Wisconsin Division....	Chicago.....	Montrose.....	.....	5.20	.....	.....	.....	5.20
Galena Division.....	Chicago.....	East End M. R. Br'g	.....	37.00	.....	.....	.....	137.00
Galena Division.....	Chicago.....	Freeport.....	.....	121.00	.....	.....	.....	121.00
Galena Division.....	Elgin.....	Lake Geneva.....	8.70	36.34	.....	.....	.....	45.04
Galena Division.....	Geneva.....	St. Charles.....	.....	2.40	.....	.....	.....	2.40
Galena Division.....	Geneva.....	Batavia.....	.....	3.20	.....	.....	.....	3.20
Galena Division.....	Chi. So. Bra. Junc.	River.....	.....	4.50	.....	.....	.....	4.50
Iowa Division.....	Stanwood.....	Tipton.....	.....	.....	.....	8.50	.....	8.50
Madison Division.....	Belvidere.....	Ma'ison.....	48.80	20.10	.....	.....	.....	68.90
Madison Extension....	Madison.....	Winona Junction..	129.10	.....	.....	.....	.....	129.10
Madison Division.....	Winona J.....	Winona.....	29.00	.....	.....	.....	.....	29.00
Peninsula Division....	Ft. Howard.....	Mich. State Line..	49.45	.....	.....	.....	.....	49.45
Peninsula Division....	Mich. State Line..	Escanaba.....	.....	.....	64.65	.....	.....	64.65
Peninsula Division....	Escanaba.....	Lake Angeline Mine	.....	.....	68.00	.....	.....	68.00
Peninsula Division....	Branches and Ex..	Mines.....	.....	.....	39.80	.....	.....	39.80
Peninsula Division....	Menominee R. J....	Quinneseo.....	.....	.....	24.71	.....	.....	24.71
Milwaukee Division....	Chicago.....	Milwaukee.....	40.24	44.76	.....	.....	.....	85.00
Length of single track owned.....			507.82	489.90	197.16	8.50	.....	1,203.38
Sidings.....			104.83	132.49	31.43	32	.....	269.06
Total miles of track owned, including sidings.....			612.64	622.39	228.59	882	.....	1,472.44

Chicago & Northwestern Railway Company.

(LEASED LINES.)

Leased lines:									
C. I. & N. R. R.	East End M. R. Br.	Clinton.....	.....	.....	.....	.....	.....	.....	1.10
C. I. & N. R. R.	Clinton.....	C. Rapids.....	.....	.....	.....	.....	.....	.....	81.30
C. R. & M. R. R.	C. Rapids.....	Mo River.....	.....	.....	.....	.....	.....	.....	271.60
C. R. & M. R. R.	Clinton.....	Lyons.....	.....	.....	.....	.....	.....	.....	2.60
Maple River R. R.	Maple River Jan.	Mapleton.....	.....	.....	.....	.....	.....	.....	60.15
Maple River R. R.	Wal Lake.....	Sac City.....	.....	.....	.....	.....	.....	.....	12.76
Des. M. & M. R. R.	Des Moines.....	Dallanan.....	.....	.....	.....	.....	.....	.....	58.00
Total of leased lines.....		.....	.....	.....	.....	.....	.....	.....	487.51
Total of lines owned.....		.....	.....	.....	.....	.....	.....	.....	1,203.38
Total of leased lines.....		507.82	489.90	197.16	.....	.....	.....	.....	487.51
Total trackage of all lines operated.....		507.82	489.90	197.16	.....	.....	.....	.....	1,690.89
Sidings:		.....	.....	.....	.....	.....	.....	.....	.....
Mileage of sidings, belonging to road owned.....		104.82	132.49	31.43	.....	.....	.....	.....	269.06
Mileage of sidings, belonging to leased lines.....		.....	.....	.....	.....	.....	.....	.....	64.72
Total mileage of sidings.....		104.82	132.49	31.43	.....	.....	.....	.....	333.78
Number of junction stations.....		.....	.....	.....	.....	.....	.....	.....	.....
What is the gauge of your lines? 4 ft. 8½ inches.....		14	11	2	.....	.....	.....	.....	37
Road built during year: Water Power Ex., at Appleton, Wis. 3.63..		.....	.....	.....	.....	.....	.....	.....	.....

No proprietary lines embraced in this report

Chicago & Northwestern Railway Company.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Whole line.	In Wisconsin.
1. Number miles run by passenger trains	2,710,182	960,762
2. Number mixes run by freight and mixed trains.....	6,670,804	1,567,220
3. Number miles run by excursion trains	10,642	4,708
4. Number miles run by wood, gravel and construction trains.....	412,719	240,000
5. Mileage of switching trains.....		
6. Total mileage.....	9,804,347	2,772,690
7. Proportion for Wisconsin, (give per centage and miles.....)	28.35	2,772.690
PASSENGER TRAFFIC.		
8. Total number of passengers carried ..	3,782,723	1,028,634
9. Number of passengers carried one mile.....	129,608,804	27,041,134
11. Rate per passenger per mile on whole line.....	2.60	.....
12. Rate per passenger per mile in Wisconsin.....	.....	3.11
13. Average distance traveled by each passenger.....	34.26	26.31

	Tons.	Lbs.
TONNAGE OF FREIGHTS CARRIED.		
1. Grain.....	908,586	.....
2. Flour.....	214,020	.....
3. Provisions.....	125,068	.....
4. Salt, cement, water lime, stucco, stone, brick, lime and sand.....	156,748	.....
5. Manufactures, including agricultural implements, furniture and wagons.....	700,069	.....
6. Live stock.....	472,109	.....
7. Lumber and forest products.....	567,212	.....
8. Iron, lead and mineral products.....	616,152	.....
9. Stone, brick, lime, sand, etc. (See above No. 4).....	.....	.....
10. Coal.....	453,078	.....
11. Merchandise and other articles.....	834,918	.....
12. All other freights not above enumerated.....	285,641	.....
13. Total freight in tons.....	5,328,581	.....

Chicago & Northwestern Railway Company.

MILEAGE, TRAFFIC, Etc. — continued.

TONNAGE OF FREIGHTS CARRIED — con.	Whole line.	In Wisconsin.
15. Number of tons of freight carried one mile.....	828,741,231	179,340,129
16. Number of tons of freight carried	5,328,581	1,845,401
18. Average rate per ton per mile on all freights carried.....	1.46c	1.46c
MILEAGE EARNINGS FOR THE YEAR.		
1. Earnings per mile of road on freight..	\$7,428 72	\$4,472 23
2. Earnings per mile of road on pass'rs..	2,062 36	1,661 48
3. Earnings per mile of road on mails, express and all other sources.....	394 93	293 51
4. Total earnings, per mile.....	9,886 01	6,697 22
5. Net earnings per mile.....	5,530 98	.....
6. Earnings per train mile run, on freight.	1 82	1 53
7. Earnings per train mile run, on pass'rs.	1 21	88
8. Earnings per train mile run, on mails, express and all other sources.....	20.7	05.9
9. Total earnings per train mile.....	1 72	1 34
10. Net earnings per train mile.....	96.23	.....
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? On whole line as 1 to 3.602; in Wisconsin as 1 to 2.853.		
12. What is the rate of passenger per mile.	2 60	3 11
13. Number of passengers carried one mile.	129,608,304	27,041,134
14. Number of miles of operated road upon which above estimates are based (average).....	1,634 14	506 61

Chicago & Northwestern Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

	Whole Line.	In Wisconsin.
1. Average operating expenses and taxes per mile of road.....	\$4,355 03	.....
2. Average operating expenses per train mile.....	75.77	.....
3. Cost of maintaining track and bridges per train mile.....	15.36	.....
4. Cost of repairs of engines per mile run.....	04.20	.....
5. Cost of engineers and firemen per mile run.....	07.48	.....
6. Cost of oil and waste per mile run.....	.77	.....
7. Cost of fuel per mile run.....	07.01	.....

EARNINGS, AND EXPENSE STATEMENT.
CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on miles....		\$16,155,122 75
Deduct operating expenses and taxes.....		7,116,728 98
Leaving net earnings.....		<u>\$9,038,393 82</u>
Amount of rental paid.....	\$1,842,443 95	
Amount of interest paid.....	2,234,853 00	
Total of dividends paid.....		<u><u>2,394,533 63</u></u>

EQUIPMENT.

	Leased.	Owued.	Total.
Number of locomotives.....	5	368	373
Number of passenger cars.	3	182	185
Number of baggage, mail and express cars.....	8	87	90
Number of parlor cars. ....	.....	3	3
Number of freight cars (basis of 8 wheels).....	51	10,273	10,324
Number of other cars.....	.....	102	102

Chicago & Northwestern Railway Company.

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Route.	Termini.	Miles.	Amt. per annum.
23001	Chicago to Milwaukee.....	87.00	\$19,926 48
23002	Chicago to Freeport	121.00	24,997 44
23003	Chicago to U. P. transfer.....	491.00	115,194 30
23004	Elgin to Geneva Lake.....	44.00	2,200 00
23056	Geneva to Batavia	3.50	175 00
24031	Ft. Howard to Ishpeming	181.20	11,099 27
24042	Powers to Quinnesec.....	24.68	Not fixed.
25009	Chicago to Green Bay	245.00	51,943 34
25010	Caledonia to Winona Junction	190.35	21,722 40
25011	Kenosha to Rockford	73.60	5,520 00
25012	Winona Junction to Winona	30.45	5,176 50
25030	Onalaska to La Crosse	6.50	277 87
27013	Stanwood to Tipton.....	8.81	440 50
27030	Des Moines to Callanan	58.00	3,005 96
27038	Maple R. J. to Mapleton	61.18	2,853 90

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company and United States Express Company. For terms and conditions as to rates, see statement attached. The express companies have no care of machinery or repairs of cars. They do a miscellaneous business, restricted to lighter articles properly belonging to express business. The express companies deliver their freight into this company's cars.

Chicago & Northwestern Railway Company.

EXPRESS CONTRACTS IN FORCE JUNE 30, 1880.

AMERICAN EXPRESS COMPANY.

TERMINI.	Rate pr diem on limited tonnage.	Limit of pounds.	Rate per 100 lbs. whole length route on excess of tonnage.
Chicago to Council Bluffs.....	\$275 00	10,000	\$1 50
Chicago to Freeport	90 00	12,000	50
Chicago to Ishpeming.....	200 00	8,000	2 00
Chicago to Winona	185 00	10,000	1 05
Stanwood to Tipton.....	2 00	500	.....
Kenosha to Rockford	5 07	1,000	60
Elgin to Geneva Lake.....	5 00	2,000	25

Maple River Junction to Mapleton, \$100 per month.

UNITED STATES EXPRESS COMPANY.

Chicago to Milwaukee, rate per diem on limited tonnage, \$66.66; limit pounds to be carried each day at regular per diem rates, 17,000.

Rate per 100 pounds carried whole length of route to be paid on excess of tonnage, 40 cents.

TRANSPORTATION COMPANIES.

8. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies, excepting consignments of less than a car load. Their freight has no preference over other freight of like class.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Sleeping and hotel cars are run. For the use of sleeping cars, this company furnishes fuel and lights and keeps in running order the trucks, and whole exterior of the cars. For the use of hotel cars, this company pays three cents per mile run per car. Both are owned by the Pullman Palace Car Company, and all charges in addition to regular passenger rates are made and collected by that company.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

No.

Chicago & Northwestern Railway Company.

6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise? If yes, you will please furnish this office a copy of the lease.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since your last report?
None in Wisconsin.
11. Have you made any advance in the rates of freight, from stations on on your line, since the date of your last report?
We have in some cases.
12. Have you made any reduction in such rates, from any stations, since the date of your last report?
We have.

Chicago & Northwestern Railway Company.

STATEMENT to accompany Report to Railroad Commissioner, State of Wisconsin, for the year ending June 30, 1880.

(Answering General Questions Nos. 11 and 12.)

NOTE.—Statement shows advances and reductions in Rates of Freight since the Report for year ending September 30, 1879, was filed with Railroad Commissioner.

RATES BETWEEN MILWAUKEE AND	GRAIN IN CAR LOADS, PER 100 LBS.				FLOUR IN BARRELS IN CAR LOADS, PER BARREL.				CATTLE AND HOGS IN CAR LOADS, PER CAR.			
	Present Rates.	Rates last year.	Increase.	Decrease.	Present Rates.	Rates last year.	Increase.	Decrease.	Present Rates.	Rates last year.	Increase.	Decrease.
Wis. Div.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Milton Junction	11	12	.....	01	22	24	.....	02	.....	.....	.....	.....
Chester	19	12	07	.....	38	24	14	.....	38 50	33 00	5 50	.....
Oakfield	21	13	08	.....	42	26	16	.....	30 00	33 00	3 00	.....
Peninsula Division.	23	13	10	.....	46	26	20	.....	39 50	33 00	6 50	.....
Duck Creek	26	14	12	.....	52	28	24	.....	40 00	33 00	7 00	.....
Big Suamico	26	14	12	.....	52	28	24	.....	40 50	33 00	7 50	.....
Little Suamico	26	14	12	.....	52	28	24	.....	41 00	33 00	8 00	.....
Brookside	26	14	12	.....	52	28	24	.....	41 50	33 00	8 50	.....
Pensaukee	26	14	12	.....	52	28	24	.....	42 00	33 00	9 00	.....
Oconto	26	15	11	.....	52	30	22	.....	42 50	33 00	9 50	.....
Cavotils	26	15	11	.....	52	30	22	.....	.....	.....	.....	.....
Peshigo	26	15	11	.....	52	30	22	.....	.....	.....	.....	.....
Marquette	26	16	10	.....	52	32	20	.....	.....	.....	.....	.....

Chicago & Northwestern Railway Company.

STATEMENT to accompany Report to Railroad Commissioner, State of Wisconsin, for the year ending June 30, 1890.
(Answering General Questions Nos. 11 and 12.)

NOTE.—Statement shows advances and reductions in Rates of Freight since the Report for year ending September 30, 1889, was filed with Railroad Commissioner.

4 — RAIL. COM.

MERCHANDISE PER 100 POUNDS.															
First Class.				Second Class.				Third Class.				Fourth Class.			
Present Rates.	Rates last year.	Increase.	Decrease.	Present Rates.	Rates last year.	Increase.	Decrease.	Present Rates.	Rates last year.	Increase.	Decrease.	Present Rates.	Rates last year.	Increase.	Decrease.
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
RATES BETWEEN MILWAUKEE AND															
Wis. Div.	Milton Junction.....	36	42	6	30	35	5	24	30	6	20	25	5		
	Ch. ster.....	35	35		30	30		24	24		20	20			
	Oakfield.....	35	35		30	30		24	24		20	20			
PENINSULA DIVISION.	Duck Creek	46	25	21	38	22	16	31	20	11	26	16	10		
	Big Suamico.....	48	26	22	39	23	16	33	21	12	27	17	10		
	Little Stamico.....	50	26	24	40	23	17	34	21	13	28	17	11		
	Brookside	52	27	25	42	24	18	35	22	13	29	18	11		
	Pensaukee.....	52	28	24	43	25	17	35	22	13	29	18	11		
	Oconto	53	29	24	43	26	17	35	23	12	29	19	10		
	Cavotta.....	53	30	23	43	27	16	35	24	11	29	20	9		
	Peshigo.....	53	31	22	43	28	15	35	24	11	29	20	9		
	Marquette.....	53	32	21	43	29	14	35	25	10	29	21	8		

Chicago & Northwestern Railway Company.

During the year referred to the following articles of freight, when in quantities of not less than 20,000 pounds, in mixed car loads, have been carried at the rates named, to or from Milwaukee and the stations named.

Lumbering and mining tools, bob-sleds, logging trucks, neck yokes, log chains, grain, feed, hay, flour, beef and pork (in barrels), in car loads of 20,000 pounds, per 100 pounds:

<i>Peninsula Division.</i>	<i>Cts.</i>
Duck Creek.....	19
Big Suamico.....	21
Little Suamico.....	23
Brookside.....	26
Pensaukee.....	26
Oconto.....	26
Cavoits.....	26
Peshtigo.....	26
Marinette.....	26

The following reductions and additions have been made to the classification:

Grain cradles (knocked down and completely boxed).....	2d class
Alabastine.....	4th class
Butter, in creaks.....	Double 1st class
in wood.....	2d class
10,000 lbs. or over.....	3d class
car loads, 20,000 lbs. or over.....	4th class
Butter tubs and firkins.....	1st class
boxed.....	2d class
carloads.....	Class C.

13. Has your company any rule governing your conductors, engineers, train men and switchmen, concerning the use of intoxicating liquors? If so, what is it, *and is it enforced?*

The rules of this company prohibit the use of intoxicating liquors by conductors, engineers and train men, and are strictly enforced.

LANDS RECEIVED AND SOLD, Etc.

- Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
None.
- Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
None.
- What number of acres sold and conveyed since date of your last report?
2,909.08.
- Average price, per acre, realized?
\$3.67.
- Number of acres now held by company?
351,882.11.
- Average price asked for lands now held by company?
Not appraised.
- Amount of land sold, but not conveyed, under contracts now in force?
3,998.51 acres.

Chicago & Northwestern Railway Company.

8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
\$20,484.96.
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
\$762.51.
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
None.
11. Whole amount of cash received for stumpage trespass, etc., since date of last report?
\$300.00.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
\$21,547.47.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$164,830.16.
14. What is the amount now due the company on lands sold, or contracted to be sold?
\$1,964.40.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?
Nothing.

Chicago & Northwestern Railway Company.

ACCIDENTS — continued.

No. of Accident.	NAME.	DATE.	PLACE.	PASSENGERS.			EMPLOYEES.			OTHERS.		
				Killed.	From causes beyond their control.	By own misconduct or want of caution.	Killed.	From causes beyond their control.	By own misconduct or want of caution.	Killed.	From causes beyond their control.	By own misconduct or want of caution.
19	Thomas Shirk.....	Oct. 20, 1879..	ILLINOIS.									
20	John Mather.....	Sept. 1, 1879..	Pecatonica.....									
21	Peter Weaver.....	Sept. 3, 1879..	Chicago.....				1					
22	Thomas Flynn.....	Sept. 6, 1879..	Geneva.....							1		
23	W. A. Jacobs.....	Sept. 12, 1879..	Chicago.....							1		
24	F. d Davis.....	Sept. 12, 1879..	Louis.....							1		
25	Unknown man.....	Sept. 12, 1879..	Harvard.....							1		
26	James Henry.....	Sept. 15, 1879..	Chicago.....							1		
27	James Leavy.....	Sept. 22, 1879..	Chicago.....							1		
28	Edwin Hart.....	Sept. 22, 1879..	Chicago.....							1		
29	Thomas Martin.....	Oct. 2, 1879..	Rockland.....							1		
30	George Page.....	Oct. 3, 1879..	Chicago.....							1		
31	Robert Morrison.....	Oct. 7, 1879..	Palatine.....							1		
32	Thomas Carroll.....	Oct. 10, 1879..	Chicago.....							1		
33	Peter Caster.....	Oct. 12, 1879..	Chicago.....							1		
34	M. W. Anderson.....	Oct. 13, 1879..	Maywood.....	1								
35	W. A. Sauler.....	Oct. 13, 1879..	Maywood.....	1								
36	George Chissolm.....	Oct. 13, 1879..	Maywood.....	1								

Chicago & Northwestern Railway Company.

ACCIDENTS — continued.

[illegible]

Chicago & Northwestern Railway Company.

[illegible]

Chicago & Northwestern Railway Company.

No.	Name	Date	Place
141	C. Lawson	Mar. 17, 1880.	Waunakee.
142	G. W. Hook	Mar. 25, 1880.	Ableman's.
143	R. Hamenberg	April 2, 1880.	Milwaukee.
144	J. Copeland	April 8, 1880.	Neeah.
145	R. J. Kramer	April 5, 1880.	Milwaukee.
146	W. H. Rudell	May 3, 1880.	Baraboo.
147	R. Money	May 4, 1880.	Capron.
148	Peter Feney	May 12, 1880.	Pensaukee.
149	S. Bellows	June 1, 1880.	Bridge 205.
150	H. Paepke	June 16, 1880.	Dane.
151	T. Casey	June 19, 1880.	Milwaukee.
Iowa.			
152	Daniel Carey	July 81, 1879.	Marshalltown
153	John Hull	Aug. 14, 1879.	Loveland.
154	George Wallace	Aug. 18, 1879.	Boone.
155	David Foust	Aug. 19, 1879.	Cedar Rapids.
156	John Dailey	Aug. 28, 1879.	De Witt.
157	J. W. Baxter	Sept. 23, 1879.	Calamus
158	John Gray	Nov. 3, 1879.	London
159	Wm. Foley	Nov. 14, 1879.	Blairtown
160	W. D. Gallup	Nov. 23, 1879.	Boone.
161	J. N. Johnson	Nov. 25, 1879.	West Side
162	A. C. McCracken	Nov. 25, 1879.	Carroll
163	T. O'Hern	Dec. 2, 1879.	Norway
164	Frank Peltz	Dec. 8, 1879.	Cedar Rapids.
165	W. F. Muskler	Dec. 8, 1879.	Tama
166	Eli Smith	Dec. 15, 1879.	Ogden
167	Frank Crow	Dec. 15, 1879.	Ogden
168	Jam s Foley	Dec. 26, 1879.	Cedar Rapids.
169	John Elson	Jan. 12, 1880.	Carroll
170	Chas. Staruck	Jan. 12, 1880.	Tama
171	W. E. Gurther	Jan. 21, 1880.	Calamus
172	M. L. Stewart	Jan. 28, 1880.	Cedar Rapids
173	C. H. Lessing	Feb. 7, 1880.	Nevada
174	P. Clausen	Feb. 12, 1880.	Arcadia.

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ALBERT KEEP,
J. B. REDFIELD.

of September, A. D. 1880.
PH C. RICHARDS,
Notary Public,

Northwestern Union Railway Company.

REPORT
OF THE
NORTHWESTERN UNION RAILWAY COMPANY,
For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESSES.
President	Albert Keep.....	Chicago.
Vice President.....	M. L. Sykes.....	New York.
Treasurer	M. L. Sykes.....	New York.
Secretary.....	J. B. Redfield ..	Chicago.
Assistant Secretary	Jno. S. George.....	Milwaukee.

1. General Offices at Chicago, Illinois.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
C. C. Wheeler.....	Chicago.....	M. M. Kirkman	Chicago.
James H. Howe....	Kenosha	C. J. L. Meyer.....	Fond du Lac.
J. B. Redfield	Chicago.....	Albert Keep.....	Chicago.
M. L. Sykes	New York	Marvin Hughitt	Chicago.
Wm. L. Scott	Erie		

EXECUTIVE COMMITTEE.

ALBERT KEEP, M. L. SYKES, MARVIN HUGHITT.

2. Date of annual election of directors, June 14th.
3. Name and address of person to whom correspondence concerning this report should be directed, B. C. Cook, General Solicitor, Chicago.

Northwestern Union Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total income.....	\$336,899 83
2. Operating expenses.....	229,383 84
3. Excess of income over operating expenses.....	<u>\$107,015 99</u>
4. Taxes... ..	\$17,478 15
5. Rentals (specifying amount to each company), Nothing.	
6. Interest accrued during the year, viz.....	245,000 00
On funded debt.....	\$245,000 00
7. Dividends declared, viz	None.
8. Sinking funds.....	15,000 00
9. Total of 4, 5, 6, 7 and 8	<u>\$277,478 15</u>
	<u>\$170,462 16</u>
Less:	
Amount assumed by C. & N. W. R. Co.....	151,381 63
10. Balance for the year—June 30, 1880, being the difference between 3 and 9, deficit	<u><u>\$19,080 53</u></u>

CAPITAL STOCK.

Capital stock authorized by charter.....	<u>\$5,000,000 00</u>
How many kinds of stock at date of last report?	
Two.	
Amount of common stock at date of last report.....	\$1,000,000 00
Amount of preferred stock at date of last report.....	2,500,000 00
Total capital stock at date of last report	<u><u>\$3,500,000 00</u></u>
Rate of preference: Ten per cent.	
How much common stock has been issued since date of last report? None	
How much preferred stock has been issued since date of last report? None.	
Total amount of stock now outstanding.....	<u><u>\$3,500,000 00</u></u>

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

Name of Bonds.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First mortgage gold bonds	New York, June 1, 1917	March 1, 1873	Per ct 7.	\$3,500,000 00
2. Total bonded indebtedness.....				<u>3,500,000 00</u>

Northwestern Union Railway Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt. Nothing.

RECAPITULATION.

	<i>On whole line.</i>
1. Total of capital stock	\$3,500,000 00
2. Total of bonded indebtedness	3,500,000 00
3. Total of unfunded and floating debt	
4. Total of stock and debt	<u>\$7,000,000 00</u>
5. Capital stock per mile of road built.....	\$55,888 76
6. Bonded indebtedness, per mile of road built.....	55,888 76
7. Unfunded and floating debt, per mile of road built.....	
8. Total of stock and debt, per mile built.....	<u>\$111,767 52</u>
9. Number of miles of road on which stock and debt is apportioned	<u>62 63</u>

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES. NONE.

QUICK ASSETS.

Due from C. & N. W. Ry Co.....	\$254,169 24
Total	<u>\$254,169 24</u>

ANALYSIS OF EARNINGS.

1. Earnings from passengers	\$141,550 80
3. Earnings from express and baggage.....	6,669 21
4. Earnings from mails	8,039 08
6. Total earnings, passenger department.....	<u>\$156,258 59</u>
7. Earnings from passenger trains per train mile run (78,982 miles)	\$1.97 ⁸⁴ / ₁₀₀
11. Total earnings, freight department.....	178,247 33
12. Earnings from freight trains per train mile run (83,647 miles)	\$2.13 ⁸⁹ / ₁₀₀
13. Total transportation earnings.....	<u>\$334,505 92</u>
14. Earnings per mile of road operated (62.63 miles), \$5,940 ⁹⁹ / ₁₀₀	
15. Earnings per train mile run, from all trains earning revenue (162,629 miles)	\$2.05 ⁸⁹ / ₁₀₀
18. Income from all other sources:	
Miscellaneous earnings.....	1,893 91
19. Total income from all sources	<u>\$336,399 83</u>

Northwestern Union Railway Company.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$2,027 88
2. Legal expenses. ....	.....
3. Insurance.....	.....
4. Stationery and printing.....	383 39
5. Outside agencies and advertising	626 95
6. Contingencies and miscellaneous	1,787 31
7. Repairs of bridges (including culverts and cattle guards).....	26,785 58
8. Repairs of buildings	2,905 98
9. Repairs of tools and machinery.....	2,553 21
10. Repairs of fences, road crossings and signs	1,670 68
11. Renewal of rails.....	34,488 32
[No. tons laid, 3,367 366 lbs.]	
12. Renewal of ties.....	9,339 85
[No. laid, 24,991.]	
13. Repairs of road-bed and track.....	66,737 25
14. Repairs of locomotives	10,070 43
15. Fuel for locomotives	12,717 65
16. Water supply .....	.....
17. Oil and waste.....	1,644 96
18. Locomotive service, salaries and wages.....	17,078 39
19. Repairs of passenger cars	5,157 53
20. Train service, salaries and wages.....	8,341 73
21. Train supplies.....	847 83
22. Mileage passenger cars, debit balances .....	.....
23. Repairs of freight cars	5,050 12
24. Freight train service, salaries and wages (included in No. 20) .....	.....
25. Freight train supplies (included in No. 21) .....	.....
26. Mileage freight cars, debit balances.....	.....
27. Telegraph expenses .....	.....
28. Loss and damage, freight and baggage { .....	.....
29. Loss and damage, property and cattle }	2,813 59
30. Personal injuries.....	1,411 15
31. Agents and station service, salaries and wages.....	14,066 87
32. Station supplies	877 30
33. Total operating expenses, being 68.1% per cent. of earnings	\$229,383 84
34. Taxes	17,478 15
35. Total operating expenses and taxes, being 73.38-100 per cent. of earnings.....	\$246,861 99

Northwestern Union Railway Company.

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.**

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	9,984 98	8,717 00	1,088 03	\$19,790 01
August	9,352 37	9,608 80	983 26	19,944 43
September	11,549 79	20,095 50	1,941 14	33,586 43
October	13,265 11	21,850 40	1,380 09	36,495 60
November	10,940 32	15,473 95	1,341 55	27,755 82
December	9,653 43	14,994 97	1,286 00	25,934 40
1880.				
January	9,094 01	17,914 01	1,305 90	28,313 92
February	9,284 57	17,947 47	1,560 00	28,792 04
March	12,259 34	13,861 88	1,283 28	27,404 50
April	14,049 28	11,760 77	1,286 34	27,096 39
May	13,321 53	13,493 37	1,626 49	28,441 39
June	18,795 57	12,529 21	1,520 12	32,844 90
Totals	\$141,550 30	\$178,247 33	\$16,602 20	\$336,399 83

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Interest and sinking funds.	Total.
1879.				
July	\$19,788 14	.....	\$20,416 66	\$40,204 80
August	21,418 48	5,708 78	20,416 66	47,633 92
September	32,720 49	.....	20,416 66	53,137 15
October	20,741 23	.....	20,416 66	41,157 89
November	13,952 80	5,063 52	35,416 70	54,433 03
December	11,065 03	3 95	20,416 66	31,485 64
1880.				
January	9,253 75	6,574 20	20,416 66	36,244 67
February	11,198 90	.....	20,416 66	31,615 56
March	12,895 03	.....	20,416 66	33,311 69
April	16,491 11	37 64	20,416 66	36,945 41
May	28,350 11	.....	20,416 70	48,766 81
June	31,508 77	.....	20,416 66	51,925 43
Totals	\$220,383 84	\$17,478 15	\$260,000 00	\$506,861 99

Northwestern Union Railway Company.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE
YEAR.

1. Grading and masonry.....	.....
2. Bridging.....	.....
3. Superstructure, including rails	\$16,070 36
4. Land, land damages and fences.....	18,257 90
5. Passenger and freight stations, wood sheds and water sta- tions	} 36,257 01
6. Engine houses, car sheds and turn-tables	
7. Machine shops.....	
8. Engineering agencies, salaries, and other expenses during construction	2,110 74
9. Purchase of other roads.....	.....
10. Total for construction.....	\$72,696 01
15. Total for equipment. Owns no equipment.	=====
11. Total expenditures charged to property accounts.....	\$72,696 01
	=====
11. Net addition to property account for the year.....	\$72,696 01
	=====

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line, June 30, 1879.....	\$3,154,054 22
2. Paid for construction during the year.....	72,696 01
3. Paid for equipment during the year, Nothing.	
4. Total expended for construction and equipment during the year ending June 30, 1880	72,696 01
5. Total cost of entire line to date, June 30, 1880, (on 62.63 miles)	\$3,226,750 23
	=====
6. Cost of road per mile	\$51,520 85
	=====

Northwestern Union Railway Company.

 PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters.....	1	\$487 92	\$487 92
Clerks in general offices.....	1	540 00	540 00
Agents, and clerks at all stations.....	20	646 20	12,924 00
Master and skilled mechanics.....			
Helpers in shops.....			
Conductors.....	3	820 00	2,460 00
Engineers.....	7	1,215 43	8,508 00
Firemen and wipers.....	8	639 00	5,112 00
Brakemen.....	5	516 00	2,580 00
Flagmen, switchtenders, gatekeepers, and watchmen.....	10	474 00	4,740 00
Section foremen.....	11	540 00	5,940 00
Section laborers.....	37	442 05	16,356 00
All other employes.....	43	354 14	15,228 00

Northwestern Union Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

ASSETS.		LIABILITIES.	
Dollars.	Cts.	Dollars.	Cts.
Cost of road and equipment.....	3,226,750 23	Capital stock.....	3,500,000 00
Leasehold agreement for unfinished line.....	3,500,000 00	Funded debt.....	3,434,000 00
Trustees of sinking fund.....	60,000 00	Live bonds in sinking fund.....	66,000 00
C. & N. W. R'y Co.....	254,169 24	Sinking funds paid.....	60,000 00
Income account	19,080 53		
	<u>\$7,060,000 00</u>		<u>\$7,060,000 00</u>

Northwestern Union Railway Company.

CHARACTERISTICS OF ROAD.

NAME OF DIVISION OR BRANCH.	From.	To.	Total miles.
1. Main line.....	Milwaukee	Fond du Lac	62.63
UNFINISHED BRANCHES.			
<i>Divisions or branches:</i>			
Lodi branch	Mayfield	Lodi	72.37
Iron Ridge branch..	Lodi branch.....	Iron Ridge	5.00
			77.37
Total			140.00
2. Sidings (about).....			7.32
Total miles of track owned, including sidings			69.65

Number of junction stations, two.

What is the gauge of your lines? Four feet 8½ inches.

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.

1. Number miles run by passenger trains.....	78,982
2. Number miles run by freight and mixed trains	83,647
3. Number miles run by wood, gravel and construction trains	26,792
4. Mileage of switching trains	
5. Total mileage	189,421

PASSENGER TRAFFIC.

6. Total number of passengers carried	114,332
7. Total number passengers carried one mile.....	4,297,647
8. Rate per passenger per mile on whole line, cents.....	3.29
9. Average distance traveled by each passenger, miles.....	37.59

TONNAGE OF FREIGHTS CARRIED.

	<i>Tons.</i>
1. Grain	76,470
2. Flour	7,193
3. Provisions	4,097
4. Salt, cement, water lime, stucco, stone, brick, lime, sand...	89,033

Northwestern Union Railway Company.

5. Manufactures, including agricultural implements, furniture and wagons	8,193
6. Live stock.....	11,197
7. Lumber and forest products	53,256
8. Iron, lead and mineral products	
9. Stone, brick, lime, sand, etc. (included in No. 4)	
10. Coal	
11. Merchandise and other articles	22,670
12. All other freights not above enumerated	
13. Total freight in tons	<u>273,109</u>

MILEAGE AND TONNAGE.

14. Number of tons of freight carried one mile.....	9,153,168
15. Number of tons of freight carried	<u>273,109</u>
16. Average rate per ton per mile on all freights carried, cts.	<u><u>1⁹⁵₁₀₀</u></u>

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$2,846 04
2. Earnings per mile of road on passengers.....	2,260 10
3. Earnings per mile of road on mails, express and all other sources	265 08
4. Total earnings, per mile.....	<u>\$5,371 22</u>
5. Net earnings per mile.....	\$1,429 63
6. Earnings per train mile run, on freight	2 13 ⁰⁰ ₁₀₀
7. Earnings per train mile run, on passengers.....	1 79 ²⁰ ₁₀₀
8. Earnings per train mile run, on mails, express and all other sources.....	19 ⁸ ₁₀₀
9. Total earnings per train mile	<u>\$2 06⁸₁₀₀</u>
10. Net earnings per train mile	55 ⁸ ₁₀₀
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? On whole line as 1 to 1.259.	
12. What is the rate of passenger per mile, cents.....	3.29
13. Number of passengers carried one mile	4,207,647
14. Number of miles of operated road upon which above estimates are based	<u>62.63</u>

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road,	\$3,941 59
2. Average operating expenses per train mile.....	1 51.8
3. Cost of maintaining track and bridges per train mile....	84.46
4. Cost of repairs of engines per mile run.....	05.32
5. Cost of engineers and firemen per mile run	09.02
6. Cost of oil and waste per mile run.....	.8684
7. Cost of fuel per mile run	<u>06.71</u>

Northwestern Union Railway Company.

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 62.63 miles...	\$336,899 83
Deduct operating expenses and taxes.....	246,861 99
Leaving net earnings.....	\$89,537 84
Amount of interest paid	\$244,842 50
Dividends paid... ..	None.

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Sixty-eight dollars per mile per annum; six times each way per week.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company, Milwaukee to Fond du Lac. Rate per diem on limited tonnage, \$19.82. Limit of pounds, 8,000. Rate per 100 pounds whole length of route on excess of tonnage, \$2.00. Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business restricted to lighter articles properly belonging to express business. The express company deliver their freight into this company's cars.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies, excepting consignments of less than a car load. Their freight has no preference over other freight of like class.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

The Pullman Palace Cars are run with passenger trains. This railway company hauls them, furnishes fuel and lights and keeps in running order the whole exterior of the cars. The Pullman Palace Car Company furnishes and provides for the care and management of the interior. They are owned by the Pullman Palace Car Company, and all charges in addition to regular passenger rates are made and collected by that company.

Northwestern Union Railway Company.

- 11 Have you made any advance in the rates of freight, from stations on
on your line, since the date of your last report?
No.
12. Have you made any reduction in such rates, from any stations, since the
date of your last report?
We have in some cases.

The following reductions and additions have been made to the classifica-
tion:

Grain cradles (knocked down and completely boxed).....	2d class
Alabastine.....	4th class
Butter, in crocks.....	Double 1st class
in wood.....	2d class
10,000 lbs. or over.....	3d class
car loads, 20,000 lbs. or over.....	4th class
Butter tubs and firkins.....	1st class
boxed.....	2d class
carloads.....	Class C.

This company has never received any grant of lands, nor has it acquired
any lands, except for right of way and depot grounds.

ACCIDENTS.

No. of accident.	NAME.	DATE.	PLACE.	OTHERS.			
				From causes be- yond their con- trol.	By own miscon- duct or want of caution.		
				Killed.	Injured.	Killed.	Injured.
1	W. Danor	Dec. 27, 1879..	New Cassel .....	.....	.....	.....	1

STATE OF ILLINOIS, *County of Cook*, ss.

Albert Keep, President, and J. B. Redfield, Secretary, of the North West-
ern Union Railway Company, being duly sworn, depose and say, that they
have caused the foregoing statements to be prepared by the proper offi-
cers and agents of this company, and having carefully examined the same,
declare them to be a true, full and correct statement of the condition and
affairs of said company, on the first day of July, A. D. 1880, to the best of
their knowledge and belief.

Signed,

[R'y Co's SEAL]

ALBERT KEEP,
J. B. REDFIELD.

Subscribed and sworn to, before me, this 23d day of September, A. D. 1880.

[NOTARIAL SEAL]

RALPH C. RICHARDS,
Notary Public,

Wisconsin Central Railroad.

REPORT

OF

JOHN A. STEWART AND EDWIN H. ABBOT, TRUSTEES

OF THE

WISCONSIN CENTRAL RAILROAD,

For the year ending June 30, 1880.

The trustees took possession of the entire corporate property on January 4th, 1879, under their mortgage, and have subsequently operated, and are now operating the railroad. Since that date the company has no report to make.

OFFICERS AND OTHERS OPERATING THE ROAD FOR THE
TRUSTEES ARE AS FOLLOWS:

OFFICERS.	NAMES.	ADDRESS.
Trustees' Agent	C. L. Colby.....	Milwaukee, Wis.
General Manager.....	F. N. Finney.....	Milwaukee, Wis.
Auditor & G. T. Agt.....	James Barker.....	Milwaukee, Wis.
General Freight Agent...	T. H. Malone.....	Milwaukee, Wis.
Superintendent.....	C. F. Dutton.....	Milwaukee, Wis.
Superintendent.....	G. Campbell.....	Stevens Point, Wis.

1. General Offices at Milwaukee, Wis.

NAMES OF DIRECTORS OF COMPANY.	RESIDENCE.	NAMES OF DIRECTORS OF COMPANY.	RESIDENCE.
C. L. Colby.....	Milwaukee, Wis.	E. E. Barney...	Dayton, Ohio.
E. H. Abbot....	Cambridge, Mass.	M. W. Leigh...	Stevens Point, Wis.
Samuel Gould..	Boston, Mass.	H. L. Palmer..	Milwaukee, Wis.
W. T. Glidden..	Boston, Mass.	B. K. Miller...	Milwaukee, Wis.
E. B. Phillips...	Boston, Mass.		

2. Date of annual election of directors, of Company, last Thursday in May.
3. Name and address of person to whom correspondence concerning this report should be directed, Edwin H. Abbot, trustee.

*Wisconsin Central Railroad.*GENERAL EXHIBIT OF TRUSTEES, FOR THE YEAR ENDING
JUNE 30th, 1880.

1. Total income.....	\$993,218 05
2. Operating expenses (not including rental).....	568,095 14
3. Excess of income over operating expenses (not deduct- ing rentals).....	425,122 91
4. Taxes... ..	\$5,387 07
5. Rentals (specifying amount to each company):	
Milwaukee & Northern R. R.	\$158,448 89
Chicago, Mil. & St. Paul R. R.	24,852 27
	183,301 16
6. Interest accrued during the year, viz:	
On funded debt on preferred bonds	10,000 00
8. Sinking funds, not yet adopted in reorganization.....	
9. Total of 4, 5, 6, 7 and 8	\$198,688 23
10. Balance for the year—June 30, 1880, being the differ- ence	226,434 68

CAPITAL STOCK OF COMPANY.

Capital stock issued under charter.....	\$11,435,500 00
How many kinds of stock at date of last report?	
Two.	
Amount of common stock at date of last report.....	\$9,435,500 00
Amount of preferred stock at date of last report.....	2,000,000 00
Total capital stock at date of last report	\$11,435,500 00
Rate of preference: Preferred stock is entitled to a dividend of 7 per cent. before the common stock receives any dividend.	
How much common stock has been issued since date of last report? None	
How much preferred stock has been issued since date of last report? None.	
Total amount of stock now outstanding.....	\$11,435,500 00

REORGANIZED FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

Name of Bonds.	Date of issue.	Amount.
Preferred bonds.....	Jan. 1, 1879....	\$400,000 00
Consolidated mortgage bonds:		
First issue.....	Jan. 1, 1879....	3,800,000 00
Second issue.....	Jan. 1, 1879....	5,700,000 00
2. Total bonded indebtedness.....		\$9,900,000 00

Wisconsin Central Railroad.

Preferred bonds draw interest at 5 per cent. per annum, payable semi-annually, March first and September first, from and after September 1, 1879. Five per cent. of the principal is payable yearly in semi-annual payments, beginning on June 1, 1881. They are the first lien on the property, and preferred over all other bonds.

First series bonds draw interest for three years from and after July 1, 1880, at 2 per cent. per annum, and afterwards at 5 per cent., payable semi-annually; first payment of interest begins January 1, 1881.

Second series bonds draw as interest (not exceeding two per cent. per annum for three years, and not exceeding $\frac{1}{2}$ per cent. per annum afterward), a contingent part of the surplus*net earnings after all payments previously matured on the preferred, and first series bonds have been made, and after \$30,000 per annum has been set aside each year in the hands of the trustees for permanent repairs and improvements on the railroad. First payment of interest, to be made July 1, 1881; and interest, non-cumulative, to be computed upon the half year ending six months before date of coupons. Each coupon, to be surrendered and canceled when it matures.

The original mortgage of July 1, 1870, and the bonds (\$3,163,000) secured by it are preserved in force and their lien held unimpaired as security for the new consolidated bonds until the exchange of the old for the reorganized bonded debt is completed.

UNFUNDED AND FLOATING DEBT.

Amount of unfunded and floating debt. None.

RECAPITULATION.

1. Total of capital stock of the company	\$11,435,500 00
2. Total of bonded indebtedness of the company	9,900,000 00
3. Total of unfunded and floating debt of trustees	110,488 77
5. Capital stock per mile of road	34,999 85
6. Bonded indebtedness, per mile of road	30,300 25
7. Unfunded and floating debt, per mile of road	
9. Number of miles of road on which stock and debt is apportioned	326.73

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES—OF THE TRUSTEES.

1. Specify, particularly in what they consist:	
Bills audited (vouchers and pay rolls)	\$96,810 79
Rental	14,157 98
Total	\$110,468 77

QUICK ASSETS.

1. Specify particularly:	
Individual accounts	14,530 45
Uncollected earnings	18,017 19
Special deposits	69,485 11
Cash (with cashier)	20,745 50
Total	\$117,798 25

Wisconsin Central Railroad.

ANALYSIS OF EARNINGS.

1. Earnings from local passengers	\$219,661 21
2. Earnings from through passengers	34,248 93
3. Earnings from express	8,816 67
4. Earnings from mails	27,603 17
5. Earnings from other sources, passenger department	5,261 50
6. Total earnings, passenger department	\$295,596 53
7. Earnings from passenger trains per train mile run (369,499 miles)	79.9
8. Earnings from local freight	589,628 78
9. Earnings from through freight	101,113 42
10. Earnings from other sources, freight department	6,879 32
11. Total earnings, freight department	697,621 52
12. Earnings from freight trains per train mile run (360,544 miles)	\$1 93
13. Total transportation earnings	\$993,218 05
14. Earnings per mile of road operated (449.5, July 1, 1879, to July 15, 1880, 454.5, February 14, 1880, to June 30, 1880, miles)	\$2,080.68
15. Earnings per train mile run, from all trains earning revenue (770,043 miles)	\$1.28.9
17. Rents for use of road, stations, etc.	None.
18. Income from all other sources (specifying same)	None.
19. Total income from all sources	\$993,218 05

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$11,143 92
2. Legal expenses	157 79
3. Insurance	1,471 71
4. Stationery and printing .....	.....
5. Outside agencies and advertising	4,939 91
6. Contingencies and miscellaneous	25,445 45
7. Repairs of bridges (including culverts and cattle guards), ...	27,385 95
8. Repairs of buildings	9,292 44
9. Repairs of tools and machinery	1,502 29
10. Repairs of fences, road-crossings, and signs	1,486 41
11. Renewal of rails	9,223 73
[No. tons laid, 124,222.]	
12. Renewal of ties	30,049 68
[No. laid, 181,702.]	
13. Repairs of road-bed and track	120,120 26
14. Repairs of locomotives	19,900 32
15. Fuel for locomotives	47,565 51
16. Water supply .....	.....
17. Oil and waste	6,408 98
18. Locomotive service, salaries and wages	48,627 93
19. Repairs of passenger cars	19,836 70
20. Passenger train service, salaries and wages (includes 24) ..	46,391 28
21. Passenger train supplies (included in 32) .....	.....
22. Mileage of passenger cars, debit balances .....	.....

Wisconsin Central Railroad.

23. Repairs of freight cars	32,441 35
24. Freight train service, salaries and wages (included in 20), ...	
25. Freight train supplies (included in 32)	
26. Mileage freight cars, debit balances	2,819 86
27. Telegraph expenses	7,487 25
28. Loss and damage, freight and baggage	429 53
29. Loss and damage, property and cattle	1,417 91
30. Personal injuries	580 08
31. Agents and station service, salaries and wages	47,067 47
32. Station supplies (includes 21 and 35)	14,891 98
33. Total operating expenses, being 57 per cent. of earnings	\$508,095 14
34. Taxes	5,887 07
35. Total operating expenses and taxes, being 57 $\frac{7}{100}$ per cent. of earnings	\$573,482 21

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	\$20,018 22	\$37,437 51	\$3,373 93	\$60,829 66
August	17,937 51	35,954 43	3,407 77	57,299 71
September	19,128 07	53,002 71	4,548 64	76,679 42
October	21,373 81	73,274 47	5,806 87	100,545 15
November	20,964 06	57,211 68	4,012 49	82,188 23
December	21,971 84	64,530 91	3,782 10	90,284 85
1880.				
January	17,963 55	71,031 22	3,581 06	92,575 83
February	16,293 00	65,431 96	3,526 05	85,251 01
March	24,907 30	70,712 80	3,767 54	99,387 64
April	25,002 58	59,590 98	3,780 64	88,374 20
May	20,354 42	55,308 94	4,665 20	80,328 56
June	27,995 83	47,254 59	4,272 77	79,523 19
Totals	\$253,910 19	\$690,742 20	\$48,565 66	\$993,218 05

Wisconsin Central Railroad.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Interest.	Total.
1879.					
July	\$35,255 11	\$5 00	\$10,867 65		\$46,127 76
August	40,028 32		9,834 29		49,862 61
September	42,381 09		15,083 12		57,464 21
October	43,079 20		21,482 11		64,561 31
November	41,930 55		16,296 84		58,227 39
December ..	43,224 58	5,362 56	16,556 43		65,143 57
1880.					
January	52,858 23	10 79	15,304 53		68,173 55
February	51,397 44		16,211 85		67,609 29
March	58,223 43	8 72	16,506 96	10,000 00	84,739 11
April	56,064 05		14,940 99		71,005 04
May	48,340 69		14,140 83		62,481 52
June	55,312 45		16,075 56		71,388 01
Totals	\$563,095 14	\$5,387 07	\$183,301 16	\$10,000 00	\$766,783 37

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$3,639 42
2. Bridging	
3. Superstructure, including rails	1,136 37
4. Land, land damages and fences	6,135 50
5. Passenger and freight stations, wood sheds and water stations	5,800 29
6. Engine houses, car sheds and turn-tables	}
7. Machine shops	
8. Engineering, agencies, salaries and other expenses during construction	7,339 11
9. Purchase of other roads	
10. Total for construction	\$24,050 69
11. Locomotives [Number, 2]	\$9,600 00
12. Parlor and sleeping cars [Number]	
13. Passenger, mail and baggage cars [Number]	
14. Freight and other cars [Number, 24]	10,355 00
Improvement in freight cars, train, station and track outfit, tools, etc.	17,099 29
15. Total for equipment	\$37,054 29
16. Other expenditures charged to property account	
17. Total expenditures charged to property accounts	
18. Property sold (or reduced in valuation on the books) and credited property accounts during the year ..	
19. Net addition to property account for the year	\$61,104 93

Wisconsin Central Railroad.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line, June 30, 1879	
2. Paid for construction during the year.....	\$24,050 60
3. Paid for equipment during the year.....	37,054 20
4. Total expended for construction and equipment during the year ending June 30, 1880.....	<u>61,104 98</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	4	\$1,500 00	\$6,000 00
Clerks in general offices.....	21	758 19	15,921 69
Agents and clerks at all stations.....	138	390 86	53,938 68
Master, and skilled mechanics.....	6	1,191 75	6,546 00
Helpers in shops	117	523 61	61,262 40
Conductors.....	34	614 51	20,893 32
Engineers	35	949 63	33,237 00
Firemen and wipers	45	484 46	21,800 64
Brakemen.....	91	301 75	27,458 88
Flagmen, switchtenders, gatekeepers, and watchmen.....	24	378 54	9,084 96
Section foremen.....	76	475 26	36,120 00
Section laborers	432	313 00	135,216 00
All other employes	104	470 47	48,929 52

Wisconsin Central Railroad.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

CREDITS.	Dollars. Cts.	DEBITS.	Dollars. Cts.
Earnings six months, less operating expenses Milwaukee & Northern R. R. Bills audited (vouchers and pay rolls) Profit and loss (January 1, 1880)	\$208, 225 23 14, 157 98 96, 810 79 198, 580 81	Construction, equipment and general accounts. Wisconsin Central R. R. Company Special deposits Interest paid, March 1, 1880 Rents paid Supplies (on hand) Balance, sundry individual accounts Uncollected earnings Cash (with cashier)	\$121, 940 84 118, 924 06 69, 485 11 10, 000 00 98, 180 00 45, 380 94 14, 560 45 13, 017 19 20, 745 50
	\$507, 224 81		\$507, 224 81

Wisconsin Central Railroad.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

Name of Division or Branch.	From	To	Wisconsin Miles.	Total Miles.
1. Main line:	Menasha	Stevens Point..	68.55	.....
	Stevens Point..	Portage City...	70.03	.....
	Stevens Point..	Ashland... ..	186.34	.....
				319.92
Appleton spur	Menasha	Appleton	5.00	.....
Less allowance for iron borrowed			2.50	.....
				2.50
Menasha spur, at Menasha		1,860 feet.		.....
Stevens Point, east bank Wis. river		8,160 feet.		.....
Stevens Point, west bank Wis. river		8,790 feet.		.....
Packwaukee, on Buffalo Lake		3,945 feet.		.....
		22,755 feet.	4.31	4.31
Length of single track owned			326.73	326.73
2. Sidings:				
E. & Mil		4,004 feet.		.....
S. M. & N.		2,084 feet		.....
		6,088 feet.	1.15	1.15
Total miles of track owned, including sidings			327.88	327.88
4. Leased lines:				
Milwaukee & North- ern Railway	Schwartzburg..	Menasha and Green Bay...	120.00	120.00
	Menasha	Appleton	5.00	5.00
C., M. & St. Paul Ry, (operated under con- tract	Milwaukee	Schwartzburg..	9.00	9.00
Total of leased lines			134.00	134.00
RECAPITULATION.				
Total of lines owned			326.73	326.73
Total of leased lines			134.00	134.00
Total trackage of all lines operated			460.73	460.73
Sidings:				
Mileage of sidings belonging to roads owned			1.15	1.15
Mileage of sidings belonging to leased lines .....				.....
Total mileage of sidings			1.15	1.15
Number of junction stations ¹			13	.....
What is the gauge of your lines? 4 feet, 8½ inches.				

¹ Mil., Schwaz., Ply., Hll., Forest, Men., W. Men., Medina, Amherst, Plover, St. Pt.
junction City, Abbottsford.

*Wisconsin Central Railroad.***MILEAGE, TRAFFIC, ETC.****TRAIN MILEAGE.**

1. Number miles run by passenger trains.....	366,499
2. Number miles run by freight and mixed trains.....	360,544
3. Number miles run by wood, gravel and construction trains.....	91,078
4. Mileage of switching trains.....	90,832
5. Total mileage.....	911,953

PASSENGER TRAFFIC.

7. Total number of passengers carried.....	105,176½
8. Number of passengers carried one mile (eastward)....	4,027,241
9. Number of passengers carried one mile (westward)....	4,031,592
10. Total number pass'rs carried one mile.....	8,048,833
11. Rate per pass'r per mile.....	\$.03 ⁵⁵ / ₁₀₀₀
13. Average distance traveled by each passenger.....	41 ⁵⁵ / ₁₀₀₀

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain.....	44,654	799
2. Flour.....	10,938	1,636
3. Provisions.....	7,789	411
4. Salt, cement, water lime and stucco.....	3,279	1,255
5. Manufactures, including agricultural implements, furniture and wagons.....	16,300	695
6. Live stock.....	8,130	1,629
7. Lumber and forest products.....	181,263	38
8. Iron, lead, and mineral products.....	8,438	1,831
9. Stone, brick, lime, sand, etc.....	6,387	1,896
10. Coal.....	5,573	1,301
11. Merchandise and other articles.....	21,536	309
12. All other freights not above enumerated.....	51,390	1,051
13. Total freight in tons.....	365,682	901

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile.....	35,768,421.76
18. Average rate per ton per mile on all freights carried.....	\$0 01.93

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$1,521 41
2. Earnings per mile of road on passengers.....	466 43
3. Earnings per mile of road on mails, express, and all other sources.....	92 84
4. Total earnings per mile.....	\$2,080 68

Wisconsin Central Railroad.

5. Net earnings per mile (rentals included in expenses).....	\$526 58
6. Earnings per train mile run, on freight..	1 98
7. Earnings per train mile run, on passengers.....	68.7
8. Earnings per train mile run, on mails, express, and all other sources.....	11.2
9. Total earnings per train mile	<u>1 28.9</u>
10. Net earnings per train mile (rentals not included in expenses	55.9
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: As 29.8 to 70.2.	
12. What is the rate of passenger per mile? Average.....	08.155
13. Number of passengers carried one mile	8,048,888
14. Number of miles of operated road upon which above estimates are based:	
July 1, 1879, to February 15, 1880.....	449.5
February 15, 1880, to June 30, 1880.....	454.5

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$1,271 57
2. Average operating expenses per train mile.....	74.5
3. Cost of maintaining track and bridges per mile.....	414 14
4. Cost of repairs of engines per mile run.....	21.5
5. Cost of engineers and firemen per mile run.....	53
6. Cost of oil and waste per mile run	06.9
7. Cost of fuel per mile run..	51.8

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 449.5 miles, July 1, 1879, to Feb. 15, 1880; 454.5 miles, Feb. 15, 1880, to June 30, 1880	\$998,218 05
Deduct operating expenses and taxes.....	<u>573,482 21</u>
Leaving net earnings	\$419,735 84
Amount of rentals paid.....	\$183,301 16
Amount of interest paid	10,000 00
Total of rentals and interest.....	<u>193,301 16</u>
Balance	<u>\$226,434 68</u>

Wisconsin Central Railroad.

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....	12	17	29
Number of passenger cars.	9	4	13
Number of baggage, mail and express cars.....	4	2	6
Number of parlor cars or sleeping cars.....		4	4
Number of freight cars (basis of 8 wheels).....	452	367	819
Number of other cars.....	11	18	29
Total.....	488	412	900

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Thirty-five to fifty-eight dollars per mile per year.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such express companies?

American Express Company does all the express business and such miscellaneous freight as they can secure. They charge about one and a half first-class freight rates. The W. C. R. R. agents at smaller stations are also agents for the express company. The American Express Company pays W. C. R. R. \$25 per day, with special rate for all excess above an average of 2,000 pounds daily.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Two lines of sleepers are run upon this road. One line is operated by the trustees, with charge of \$1.50 per berth. Another line is operated by the Woodruff Sleeping Car Company, with charge of from \$1.50 to \$2.00.

Wisconsin Central Railroad.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
No.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise? If yes, you will please furnish this office a copy of the lease.
The Trustees operate the Milwaukee & Northern Railroad, and Menasha and Appleton extension of it under temporary agreement, terminable on six months notice, for thirty-seven and one-half per cent. of the gross earnings.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since your last report?
No change.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No advance in rates of freight on any the articles enumerated.
12. Have you made any reduction in such rates, from any stations, since the date of last report?
If you answer either of the questions 11 and 12, in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at date of last report, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
No reduction in rates of freight on any the articles enumerated.
13. Has your company any rule governing your conductors, engineers, train men and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
Rule No. 2 of our book of instruction reads: "The use of intoxicating liquors of any kind by an employe is detrimental to himself and the interests of the company, and only those who abstain from its use will be employed." This rule is rigidly enforced.

LANDS RECEIVED AND SOLD, Etc.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
None.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
None.
3. What number of acres sold and conveyed since date of your last report?
4, 134.66.
4. Average price, per acre, realized?
\$2.27 $\frac{2}{3}$.

Wisconsin Central Railroad.

5. Number of acres now held by company?
518,200.11 estimated.
6. Average price asked for lands now held by company?
Estimated \$2.00.
7. Amount of land sold, but not conveyed, under contracts now in force?
13,922.89 acres.
8. The whole amount of cash, principal and interest, received for lands
hitherto sold and conveyed, since date of last report?
Land sold for cash.
9. Whole amount of cash received, principal and interest, on outstanding
contracts in force, since date of last report?
\$11,919.20.
10. Whole amount of cash received, principal and interest, on contracts for-
feited, since date of last report?
\$352.07.
11. Whole amount of cash received for stumpage, trespass, etc., since date of
last report?
\$39,756 67.
12. What have been your total receipts from lands sold, and contracted to be
sold, since the date of last report?
\$21,332.39.
13. What is the aggregate sum of receipts on account of lands, from all
sources whatever, up to the present time?
\$326,461.65.
14. What is the amount now due the company on lands sold or contracted
to be sold?
\$30,383 71.

Wisconsin Central Railroad.

18	D. C. Brooks	Nov. 6, 1879.....	Cedarburg	1					
19	Hugh McDermott.....	Nov. 23, 1879.....	Menasha	1					
20	James Rodda.....	Nov. 25, 1879.....	Menasha	1					
21	M. O'Laughlin.....	Dec. 2, 1879.....	Menasha	1					
22	John Mishaw.....	Dec. 8, 1879.....	De Pere.....	1					
23	Chas. Connor.....	Dec. 18, 1879.....	Plymouth.....	1					
24	P. Gessert.....	Dec. 25, 1879.....	Plymouth.....	1					
25	Ang. Hoge	Jan. 20, 1880.....	Plymouth.....	1					
26	Daniel Dougherty.....	Jan. 21, 1880.....	De Pere.....	1					
27	D. C. Brooks	Jan. 30, 1880.....	Ledgeville.....	1					
28	John Creyeve.....	Feb. 16, 1880.....	3 Miles North Hilbert.	1					
29	Chas. Brimmer.....	Feb. 16, 1880.....	St. Point.....	1					
30	M. Muller.....	Feb. 20, 1880.....	Menasha.....	1					
31	S. G. Weller.....	Mar. 1, 1880.....	Hilbert.....	1					120.00
32	A. K. A. ba.....	Mar. 19, 1880.....	North Milwaukee.....	1					
33	— Albertie (boy).....	Mar. 22, 1880.....	Weston's side-track.....	1					
34	John McGuire.....	Mar. 27, 1880.....	Menasha	1					
35	W. I. Palmer.....	April 30, 1880.....	Marshfield.....	1					
36	Hans Johnson.....	May 11, 1880.....	Sec. No. 2, East Div.....	1					
37	Jos. Maisieu (boy).....	May 10, 1880.....	Appleton.....	1					
38	John Callahan.....	June 6, 1880.....	Menasha.....	1					
39	W. Stephenson.....	June 7, 1880.....	Menasha.....	1					
40	A. D. Barreau.....	June 13, 1880.....	Appleton.....	1					
				2 30				5 8	

Wisconsin Central Railroad.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No., None.
2. Of the above accidents, those numbered as follows were caused by INATTENTION OF EMPLOYEES:
Total No., 32.
3. Of the above accidents, those numbered as follows were caused by COLLISIONS, not properly coming under 2:
Total No., None.
4. Of the above accidents, those numbered as follows were caused by explosions:
Total No., None.
5. Amount paid as damages caused by fire from locomotives:
Nothing.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	93	.....
2. Horses	17	.....
3. Mules	None.	.....
4. Sheep	20	.....
5. Hogs.....	8	.....
6. Total.....	138	\$1,417 91

7. Amount claimed yet unsettled, or in litigation..... \$———

REMARKS.

This is the number of animals killed during the year; but the amount, \$1,417.91 represents what was paid during the year for stock killed prior to, as well as during the year.

STATE OF WISCONSIN—County of Milwaukee, ss.

Edwin H. Abbot, in behalf of John A. Stewart, and himself, trustees in possession of the Wisconsin Central Railroad, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of his knowledge and belief.

Signed,

EDWIN H. ABBOT,

[SEAL]

Trustee.

Subscribed and sworn to, before me, Howard Morris, this 27th day of October, A. D. 1880.

Signed

HOWARD MORRIS,

[NOTARIAL SEAL.]

Notary Public, Milwaukee Co., Wisconsin.

Wisconsin Valley Railroad Company.

REPORT

OF THE

WISCONSIN VALLEY RAILROAD COMPANY,

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	James F. Joy	Detroit, Mich.
Treasurer.....	Chas. Merriam.....	Boston, Mass.
Secretary	Chas. Merriam.....	Boston, Mass.
Transfer Agent	Chas. Merriam.....	Boston, Mass.
General Superintendent.	F. O. Wyatt.....	Tomah, Wis.
Assistant Superintendent	C. H. Warren	Tomah, Wis.
Assistant Treasurer.....	W. R. Morrison.....	Tomah, Wis.

1. General Offices at Tomah, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
N. Thayer	Boston.	Chas. Merriam...	Boston.
H. H. Hunnewall.	Boston.	J. N. Denison....	Boston.
N. Thayer, Jr....	Boston.	John Burnham..	Boston.
S. Bartlett.....	Boston.	J. F. Joy	Detroit.
W. J. Rotch.....	Boston.	Thos. B. Scott ...	Grand Rapids, Wis.
F. Bartlett	Boston.		

2. Date of annual election of directors, of Company, second Wednesday in June.

3. Name and address of person to whom correspondence concerning this report should be directed, F. O. Wyatt, Tomah, Wis.

Wisconsin Valley Railroad Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total income.....	\$292,072 59
2. Operating expenses.....	17,847 84
3. Excess of income over operating expenses.....	<u>\$118,854 75</u>
4. Taxes.....	\$6,777 88
5. Rentals (specifying amount to each company):	
U. S. Rolling Stock Co.....	3,372 33
6. Interest accrued during the year, viz:	
On funded debt	77,591 56
7. Dividends .....	.....
8. Total of 4, 5, 6 and 7.....	<u>\$87,741 77</u>
9. Balance for the year—June 30, 1880, being surplus....	<u><u>\$31,112 98</u></u>

CAPITAL STOCK.

Capital stock authorized by charter.....	<u>\$3,000,000 00</u>
How many kinds of stock at date of last report?	
One.	
Amount of common stock at date of last report.....	\$182,000 00
Amount of preferred stock at date of last report? None.	
Total capital stock at date of last report	<u>\$182,000 00</u>
How much common stock has been issued since date of last report? To pay construction debts.....	\$441,000 00
How much preferred stock has been issued since date of last report.....	1,406,581 65
For what purpose, and what was received therefor? Issued in exchange for old securities of this company surrendered and canceled under reorganization plan of January 1st, 1879.	
Total amount of stock now outstanding.....	<u><u>\$2,029,581 65</u></u>

*Wisconsin Valley Railroad Company.***FUNDED DEBT.**

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First Mortgage	Payable 30 years from Jan. 1, 1879.....	Jan. 1, 1879.....	7 per cent. ...	\$1,106,066 25
Registered Income	Payable 30 years from Jan. 1, 1879, in preferred stock at par share equally with P. S. as to Div	Jan. 1, 1879.....	7 per cent....	44,340 00
Old securities outstanding to be surrendered under reorganization plan of Jan. 1, 1879.....	Bonds 1000.....	Old.	8 per cent....	5,250 00
	Bonds scrip 4250.			\$1,155,656 25
2. Total bonded indebtedness.....				

Wisconsin Valley Railroad Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt. None.

RECAPITULATION.

1. Total of capital stock	\$2,0
2. Total of bonded indebtedness	1,1
3. Total of unfunded and floating debt .....	.....
4. Total of stock and debt	\$3,1
5. Capital stock per mile of road .....	.....
6. Bonded indebtedness, per mile of road .....	.....
7. Unfunded and floating debt, per mile of road .....	.....
8. Total of stock and debt per mile	\$
9. Number of miles of road on which stock and debt is apportioned .....	.....

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

Unpaid vouchers	\$
Open accounts, balances due others .....	.....
Accrued interest .....	.....
Total	\$

QUICK ASSETS.

Cash	\$
Total	\$

ANALYSIS OF EARNINGS.

1. Earnings from local passengers	\$
2. Earnings from through passengers .....	.....
3. Earnings from express and baggage .....	.....
4. Earnings from mails .....	.....
5. Earnings from other sources, passenger department .....	.....
6. Total earnings, passenger department	\$
7. Earnings from passenger trains per train mile run (61,200 miles)	\$1.02
8. Earnings from local freight	1
9. Earnings from through freight .....	.....
10. Earnings from other sources, freight department .....	.....
11. Total earnings, freight department	\$2
12. Earnings from freight trains per train mile run (89,370 miles)	\$2 56
13. Total transportation earnings	\$2

Wisconsin Valley Railroad Company.

Earnings per mile of road operated (108 miles) \$2,704.37
 Earnings per train mile run, from all trains earning revenue (191,470 miles) \$1.52
 Costs for use of road, stations, etc. None.
 Income from all other sources (specifying same) None.
 (Included in freight earnings.)

Total Income from all sources \$292,072 59

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks	\$12,879 22
Legal expenses.....	2,342 15
Insurance.....	730 12
Stationery and printing.....	657 60
Outside agencies and advertising.....	.....
Contingencies and miscellaneous.....	6,454 05
Repairs of bridges (including culverts and cattle guards),	6,861 19
Repairs of buildings.....	718 90
Repairs of tools and machinery.....	.....
Repairs of fences, road crossings, and signs.....	.....
Renewal of rails.....	26,084 24
[No. tons laid, 552.]	
Renewal of ties.....	9,100 00
[No. laid, 37,000.]	
Repairs of road-bed and track	30,600 28
Repairs of locomotives.....	5,817 44
Fuel for locomotives.....	14,043 25
Water supply.....	2,507 93
Oil and waste.....	1,928 50
Locomotive service, salaries and wages.....	12,128 78
Repairs of passenger cars.....	3,463 11
Passenger train service, salaries, wages and freight.....	11,598 42
Passenger train supplies.....	154 45
Mileage of passenger cars, debit balances.....	57 52
Repairs of freight cars.....	12,404 68
Freight train service, salaries and wages.....	.....
Freight train supplies.....	885 92
Mileage freight cars, debit balances.....	3,372 33
Telegraph expenses.....	1,499 05
Loss and damage, freight and baggage.....	165 67
Loss and damage, property and cattle.....	1,055 00
Personal injuries.....	211 08
Agents and station service, salaries and wages.....	8,524 52
Station supplies.....	344 77
3. Total operating expenses, being 63 per cent. of earnings.....	\$176,590 17
4. Taxes	6,777 88
5. Total operating expenses and taxes, being .. per cent. of earnings.....	<u>\$183,368 05</u>

*Wisconsin Valley Railroad Company.***MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.**

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	\$4,093 37	\$15,068 83	\$488 07	\$19,650 27
August	4,050 33	16,728 02	488 26	21,266 61
September	4,903 06	19,880 81	758 74	25,543 21
October	4,534 38	21,965 80	506 73	27,006 91
November	4,583 28	18,393 28	605 53	23,582 09
December	4,409 97	16,346 43	509 01	21,266 01
1880.				
January	4,093 75	16,439 80	531 80	21,055 35
February	3,449 75	18,416 46	462 49	22,328 70
March	5,229 73	26,642 41	519 43	32,391 57
April	5,886 70	26,456 46	538 40	32,881 56
May	6,896 87	24,166 05	532 62	31,595 54
June	3,533 76	9,364 25	516 76	13,414 77
Totals	\$55,655 55	\$229,868 00	\$6,548 44	\$292,072 59

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Interest.	Total.
1879.					
July	\$11,648 37	\$262 50	.....	.....	\$11,910 87
August	13,690 83	262 50	.....	.....	13,953 33
September	16,095 69	262 50	.....	.....	16,358 19
October	11,253 06	262 50	.....	.....	11,516 16
November	8,475 06	262 50	.....	.....	8,737 56
December	10,138 02	262 50	.....	.....	10,400 52
1880.					
January	10,489 25	260 70	.....	.....	10,749 95
February	15,709 17	260 70	.....	.....	15,969 87
March	12,040 07	363 70	50 00	.....	12,453 77
April	17,091 11	1,439 26	1,243 20	.....	19,773 57
May	28,974 97	1,439 26	1,579 13	.....	31,993 36
June	17,611 64	1,439 26	500 00	.....	19,550 90
Totals	\$173,217 84	\$6,777 88	\$3,372 33	\$38,752 00	\$222,120 05

*Wisconsin Valley Railroad Company.***PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.**

1. Grading and masonry	\$83,504 90
2. Bridging	11,840 10
3. Superstructure, including rails	65,992 72
4. Land, land damages and fences	5,734 77
5. Passenger and freight stations, wood sheds and water stations	2,451 76
6. Engine houses, car sheds and turn-tables	1,027 30
7. Machine shops	
8. Engineering, agencies, salaries and other expenses during construction	5,970 98
Charged to construction in reorganization old P. & L. account	245,437 37
9. Purchase of other roads	
Sundry construction accounts	496 000 00
Stock issued to pay construction debts	441,000 00
Stock for Lincoln County Bonds	55,000 00
10. Total for construction	<u>\$917,959 90</u>
11. Locomotives [Number, 2]	\$17,427 16
12. Parlor and sleeping cars [Number]	
13. Passenger, mail and baggage cars [Number]	
14. Freight and other cars, 150 flats, 50 box [Number, 200]	102,488 53
15. Total for equipment	<u>119,915 69</u>
16. Other expenditures charged to property account	
17. Total expenditures charged to property accounts	<u>1,037 875 59</u>
19. Net addition to property account for the year	<u>\$1,037,875 59</u>

COST OF ROAD.**CONSTRUCTION AND EQUIPMENT.**

1. Cost of line, June 30, 1879	\$1,789,984 18
2. Paid for construction during the year	917,959 90
3. Paid for equipment during the year	119,915 69
4. Total expended for construction and equipment during the year ending June 30, 1880	<u>1,037,875 59</u>
5. Total cost of entire line to date, June 30, 1880, (on 108 miles) ..	<u>\$2,707,944 08</u>
6. Cost of road per mile	<u>\$26,183 88</u>

Wisconsin Valley Railroad Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters.....	2	\$1,250 00	\$2,500 00
Clerks in general offices	2	600 00	1,200 00
Agents, and clerks at all stations.....	15	640 00	9,600 00
Master and skilled mechanics	1	1,440 00	1,440 00
Helpers in shops.....	2	480 00	960 00
Conductors....	6	840 00	5,040 00
Engineers.....	6	1,080 00	6,480 00
Firemen and wipers.....	12	600 00	7,200 00
Brakemen.....	15	540 00	8,100 00
Flagmen, switchtenders, gatekeepers, and watchmen.....	3	480 00	1,440 00
Section foremen.....	13	540 00	7,020 00
Section laborers.....	65	360 00	23,400 00
All other employes.....	20	600 00	12,000 00

Wisconsin Valley Railroad Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1890.

ASSETS.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Construction.....	2,888,529 78	Common capital stock.....	623,000 00
Equipment.....		Preferred stock.....	
Cash.....		First mortg. 7 per cent. bonds of Jan. 1, '79.....	
Supplies on hand.....		Seven per cent. registered income bonds.....	
Suspense, unearned Ins.....		Eight per cent. mortgage bonds, old sec.....	
Operating expenses, 1890.....		Eight per cent. bond script, old sec.....	
Accrued interest.....		Income account.....	
		Unpaid vouchers.....	
		Earnings, 1880.....	
		Miscellaneous interest.....	
	38,839 50	Donation account.....	158,667 49
		Open account.....	
		First mortgage 7 per cent. bond coupons.....	
		Accrued bond coupon interest.....	
		Car notes payable.....	
		J. M. Smith, land agent.....	
	\$3,537,708 57		\$3,537,708 57

Wisconsin Valley Railroad Company.

CHARACTERISTICS OF ROAD.

NAME OF DIVISION OR BRANCH.	From.	To.	Total miles.
1. Main line.....	Tomah	Jenny.....	108
2. Sidings			12
Total miles of track owned, including sidings			120

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger trains.....	61,200
2. Number miles run by freight and mixed trains	89,370
3. Number miles run by wood, gravel and construction trains	22,700
4. Mileage of switching trains	18,200
5. Total mileage	191,470

PASSENGER TRAFFIC.

6. Total number of passengers carried	43,535
7. Number of passengers carried one mile (eastward).....	492,874
8. Number of passengers carried one mile (westward).....	528,512
9. Total number passengers carried one mile.....	1,021,386
10. Rate per passenger per mile on whole line, cents.....	4.7
11. Average distance traveled by each passenger, miles.....	23.4

TONNAGE OF FREIGHTS CARRIED.

	<i>Tons.</i>
1. Grain	2,653,755
2. Flour.....	941,845
3. Provisions	515,780
4. Salt, cement, water lime, stucco.....	398,625
5. Manufactures, including agricultural implements, furni- ture and wagons	34,805
6. Live stock.....	243,250
7. Lumber and forest products.....	123,268,470
8. Iron, lead and mineral products.....	43,900
9. Stone, brick, lime, sand, etc.....	605,850
10. Coal.....	518,890
11. Merchandise and other articles	6,871,835
12. All other freights not above enumerated	3,438,235
13. Total freight in tons	139,522,545

Wisconsin Valley Railroad Company.

MILEAGE AND TONNAGE.

14. Number of tons of freight carried one mile.....	10,404,045.101
15. Number of tons of freight carried (eastward).....	9,423,975.668
16. Number of tons of freight carried (westward).....	980,069.523
16. Average rate per ton per mile on all freights carried, cts.	2.2

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$2,128 41
2. Earnings per mile of road on passengers.....	515 33
3. Earnings per mile of road on mails, express and all other sources	60 63
4. Total earnings, per mile.....	\$2,704 37
5. Net earnings per mile.....	\$1,037 74
6. Earnings per train mile run, on freight	1 20
7. Earnings per train mile run, on passengers	29
8. Earnings per train mile run, on mails, express and all other sources.....	3.4
9. Total earnings per train mile	\$1 52.4
10. Net earnings per train mile	57
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? As 1 to 3.6.	
12. What is the rate of passenger per mile, cents.....	4.7
13. Number of passengers carried one mile	1,021,386
14. Number of miles of operated road upon which above estimates are based	108

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road ...	\$1,166 63
2. Average operating expenses per train mile.....	95
3. Cost of maintaining track and bridges per mile, 1.08.....	672 64
4. Cost of repairs of engines per mile run.....	08
5. Cost of engineers and firemen per mile run	06
6. Cost of oil and waste per mile run	01
7. Cost of fuel per mile run	07

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 108 miles.....	\$292,072 59
Deduct operating expenses and taxes.....	183,368 05
Leaving net earnings.....	\$108,704 54
Amount of rentals paid	\$3,372 33
Amount of interest paid	38,752 00
Totals of rentals and interest	\$42,124 33
Balance	66,580 21

Wisconsin Valley Railroad Company.

Dividends paid, viz:		
On preferred stock, per cent.....	None.	
On common stock, per cent	None.	
Total of dividends.....	None.	
Leaving surplus		66,580 21
Less cash on hand		43,529 86
		<u>\$23,050 35</u>

EQUIPMENT.

	Leased.	Owued.	Total.
Number of locomotives.....		7	7
Number of passenger cars.....		4	4
Number of baggage, mail and express cars.....		2	2
Number of parlor or sleeping cars.....			
Number of freight cars (basis of 8 wheels).....	50	550	600
Number of other cars.....			

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

Fifty dollars per mile of road per annum.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

One and a half first class freight rates on all express carried.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

American Express. This company furnish cars.

¹ This will not agree with cash statement, as operating consists of expense incurred without regard to time of payment.

Wisconsin Valley Railroad Company.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
No.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
No.
3. What number of acres sold and conveyed since date of your last report?
18,932.17.
4. Average price, per acre, realized?
\$1.31.
5. Number of acres now held by Company?
143,293.87.
6. Average price asked for lands now held by Company?
\$2.50.
7. Amount of land sold, but not conveyed, under contracts now in force?
23,277.46.
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
\$16,245.68
9. What amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
\$8,409.94.
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
None.
11. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
\$527.95.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
\$24,655.62.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$115,123.51.
14. What is the amount now due the company on lands sold, or contracted to be sold?
\$58,076.61.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?
None.
2. Amount of city, county and town aid granted to the company, in exchange for stock, or otherwise?
Lincoln county, Wis., bonds, in exchange for an equal amount of stock, which was issued in August, 1879..... \$55,000
3. Total cash realized from donations and aid, since date of last report..... \$55,000

Wisconsin Valley Railroad Company.

ACCIDENTS.

No. of accident.	STATEMENT OF EACH ACCIDENT.	EMPLOYEES.			
		From causes beyond their control.		By own misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.
1	Frank Johnson, brakeman, August 7, 1879, in yard at Wausau			1	

5. Amount paid as damages caused by fire from locomotives. \$6,454 05

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle.....	33	\$652 50
2. Horses	8	397 50
3. Mules.....		
4. Sheep.....		
5. Hogs.....	2	5 00
6. Total	43	\$1,055 00

7. Amount claimed yet unsettled, or in litigation.....

STATE OF WISCONSIN, }
County of Monroe. } ss.

W. R. Morrison, Assistant Treasurer, and C. H. Warren, Assistant Superintendent of the Wisconsin Valley Railroad Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

C. H. WARREN,
W. R. MORRISON.

[SEAL.]

Subscribed and sworn to, before me, a notary public, this tenth day of August, A. D. 1880.

[SEAL.]

H. C. SPAULDING,
Notary Public.

Mineral Point Railroad.

REPORT

OF THE

MINERAL POINT RAILROAD,

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Luther Beecher	Detroit, Mich.
Managing Director	Geo. W. Cobb	Mineral Point, Wis.
Secretary and Solicitor ..	Calvert Spensley	Mineral Point, Wis.
Auditor & G. F. & T. A..	Albert W. Cobb	Mineral Point, Wis.

1. General Office at Mineral Point, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Luther Beecher.	Detroit, Mich.	Calvert Spensley.	Mineral Point.
Geo. W. Cobb...	Mineral Point, Wis.	Geo. L. Beecher..	Detroit, Mich.
M. M. Cothren..	Mineral Point, Wis.		

2. Date of Annual Election of Directors, 1st Monday in July.

3. Name and address of person to whom correspondence concerning this Report should be directed.

② Geo. W. Cobb, Managing Director, Mineral Point, Wis.

Mineral Point Railroad.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total Income.....	\$106,167 77
2. Operating expenses.....	72,530 65
3. Excess of income over operating expenses.....	33,637 12
4. Taxes.....	972 98
5. Rentals.....	.....
6. Interest accrued during the year on funded debt.....	32,000 00
7. Dividends declared.....	.....
9. Total of 4, 5, 6 and 7.....	<u>\$82,972 98</u>
10. Balance for the year — June 30, 1880	<u>\$664 14</u>

CAPITAL STOCK.

Capital stock authorized by charter: Main Line Mineral Point to Warren.....	\$1,500 000 00
Proportionate amount of same for Wisconsin, 31-33	1,409,090 90
How many kinds of stock at date of last report? One.	
Proportionate amount of same for Wisconsin, 31-33.....	<u>1,127,272 73</u>
Total capital stock at date of last report	<u>\$1,200,000 00</u>
Total amount of stock now outstanding.....	<u>\$1,200,000 00</u>

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

Name of Bonds.	When and where payable.	Date of issue.	Rate of interest.	Amount.
1st Mortgage Bonds,	Detroit, Mich., 1890 — 2d National Bank.....	1868	10	\$320,000 00
2. Total bonded indebtedness				<u>320,000 00</u>
3. Proportionate amount of above for Wisconsin 31-33.....				<u>\$300,606 07</u>

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt..... \$79,622 25

Mineral Point Railroad.

RECAPITULATION.

1. Total of capital stock	\$1,200,000 00
2. Total of bonded indebtedness.....	320,000 00
3. Total of unfunded and floating debt.....	79,622 22
4. Total of stock and debt.....	<u>\$1,599,622 22</u>
5. Capital stock per mile of road.....	\$36,363 63
6. Bonded indebtedness per mile of road.....	9,696 97
7. Unfunded and floating debt per mile of road	2,412 79
8. Total of stock and debt, per mile.....	<u>\$48,473 39</u>
9. Number of miles of road on which stock and debt is apportioned.....	<u>33</u>

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly in what they consist:	
Total, open accounts	<u>\$79,622 22</u>

QUICK ASSETS.

1. Specify particularly: None.	
--------------------------------	--

ANALYSIS OF EARNINGS.

1. Earnings from passengers.....	\$22,248 52
2. Earnings from express and baggage.....	1,200 00
3. Earnings from mails	2,672 28
4. Total earnings, passenger department.....	<u>\$26,120 80</u>
5. Earnings from passenger trains per train mile run (73.580 miles), \$0.35.	
6. Earnings from freight	79,054 57
7. Earnings from other sources, freight department, miscellaneous.....	992 40
8. Total earnings, freight department.....	<u>\$80,046 97</u>
9. Earnings from freight trains per train mile run (73.580 miles), \$1.08.	
10. Total transportation earnings	\$106,167 77
11. Earnings per mile of road operated (51 miles), ...	\$2,081 72
12. Earnings per train mile run from all trains earning revenue (73.580 miles)	1 44
13. Proportion of earnings for Wisconsin, ...	
14. Total income from all sources	<u>\$106,167 77</u>
15. Proportion of income for Wisconsin	<u>102,003 52</u>

Mineral Point Railroad.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$18,718 45
2. Legal expenses.	648 87
3. Insurance.....	.....
4. Stationery and printing.....	307 38
5. Outside agencies and advertising.....	.....
6. Contingencies and miscellaneous.....	1,816 90
7. Repairs of bridges (including culverts and cattle guards).....	2,426 78
8. Repairs of buildings	567 67
9. Repairs of tools and machinery.....	.....
10. Repairs of fences, road-crossings and signs	141 10
11. Renewal of rails: Not kept; answered in No. 13.	
12. Renewal of ties: Not kept; answered in No. 13.	
13. Repairs of road-bed and track (including rails and ties)....	14,904 94
14. Repairs of locomotives and cars.....	11,950 91
15. Fuel for locomotives	5,869 11
16. Water supply .....	.....
17. Oil and waste.....	502 87
18. Locomotive service, salaries and wages.....	7,186 66
19. Repairs of passenger cars: Answered in No. 14.	
20. Mixed train service, salaries and wages	3,391 55
21. Passenger train supplies .....	.....
22. Mileage passenger cars, debit balances .....	.....
23. Repairs of freight cars .....	.....
24. Freight train service, salaries and wages .....	.....
25. Freight train supplies .....	.....
26. Mileage freight cars, debit balances.....	179 28
27. Telegraph expenses: Answered in No. 31.	
28. Loss and damage, freight and baggage.....	76 56
29. Loss and damage, property and cattle.....	40 00
30. Personal injuries.....	61 00
31. Agents and station service, salaries and wages.....	8,819 45
32. Station supplies.....	426 67
33. Total operating expenses, being 71 per cent. of earnings	\$72,530 65
34. { Taxes in Wisconsin.....	823 21
{ Taxes in other states.....	149 77
35. Total operating expenses and taxes, being 73 per cent. of earnings.....	\$73,503 63
36. Proportionate amount for Wisconsin	\$70,620 76

*Mineral Point Railroad.***MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.**

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	\$1,679 25	\$5,048 57	\$326 09	\$7,053 91
August	1,931 65	5,053 97	561 29	7,551 91
September	2,711 57	7,547 77	322 69	10,582 03
October	1,822 05	9,236 05	322 69	11,380 79
November	1,695 17	8,498 84	322 69	10,516 70
December	1,690 11	6,344 37	654 76	8,689 24
1880.				
January	1,985 20	7,393 06	333 14	9,711 40
February	1,448 31	6,692 01	322 69	8,463 01
March	1,918 97	6,326 55	322 69	8,568 21
April	1,833 35	4,578 44	466 69	6,878 48
May	1,654 24	6,851 47	404 45	8,910 16
June	1,878 65	5,478 47	504 81	7,861 93
Totals.....	\$22,248 52	\$79,054 57	\$4,864 66	\$106,167 77
Pro. for Wisconsin .	\$21,376 03	\$75,954 38	\$4,673 90	\$102,004 32

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Interest.	Total.
1879.				
July	\$5,634 67	.....	.....	\$5,634 67
August	5,322 81	.....	.....	5,322 81
September	5,268 28	.....	.....	5,268 28
October	6,433 89	.....	.....	6,433 89
November	6,364 45	.....	.....	6,364 45
December	6,198 47	.....	16,000 00	22,198 47
1880.				
January	5,756 16	823 21	.....	6,579 37
February	5,236 55	149 77	.....	5,386 32
March	6,115 38	.....	.....	6,115 38
April	5,266 59	.....	.....	5,266 59
May	5,190 06	.....	.....	5,190 06
June	9,743 34	.....	16,000 00	25,743 34
Totals.....	\$72,530 65	\$972 98	\$32,000 00	\$105,503 63
Pro. for Wisconsin..	\$69,686 33	\$934 75	\$30,000 39	\$101,366 24

Mineral Point Railroad.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

8. Engineering agencies, salaries, and other expenses during construction	\$209 94
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COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line, June 30, 1879, main line. 33 miles.....	\$1,159,848 00
2. Paid for construction during the year.....	209 94
3. Total cost of entire line to date, June 30, 1880 on 33 miles.	<u>\$1,159,557 94</u>
4. Cost of portion in Wisconsin, on 31 miles.....	1,089,281 72
5. Cost of road per mile	35,188 12
6. Cost of road per mile in Wisconsin.....	<u>35,188 12</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	2	\$1,050 00	\$2,100 00
Clerks in general offices.....	2	660 00	1,320 00
Agents and clerks at all stations.....	10	550 00	5,500 00
Master, and skilled mechanics.....	9	697 11	6,274 00
Helpers in shops	5	335 50	1,677 50
Conductors.....	2	900 00	1,800 00
Engineers	4	1,020 00	4,080 00
Firemen and wipers	6	580 00	3,480 00
Brakemen.....	4	450 00	1,800 00
Flagmen, switchtenders, gatekeepers, and watchmen.....	3	420 00	1,260 00
Section foremen.....	6	420 00	2,520 00
Section laborers	50	310 00	9,800 00
All other employes	4	480 00	1,920 00

Mineral Point Railroad.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	From.	To.	STATE.		Total miles.
			Wiscon- sin. Miles.	Illinois. Miles.	
Main line.....	Warren ...	Mineral Point .	31	2	33
Sidings.....			5	.....	5
Total miles of track owned, including sidings			36	2	38
Proprietary lines..	Calamine..	Platteville.....	18 ⁷	.....	18
RECAPITULATION.					
Total of lines owned.....			31	2	33
Total of proprietary lines.....			18	.....	18
Total trackage of all lines operated.....			49	2	51
SIDINGS.					
Mileage of sidings belonging to road owned			5	.....	5
Mileage of sidings belonging to proprietary lines.....			1½	.....	1½
Total mileage of sidings			6½	.....	6½
Number of junction stations			1	1	....
What is the gauge of your lines? Four feet 8½ inches.					

Mineral Point Railroad.

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.	Whole line.	In Wisconsin.
1. Number miles run by passenger trains.....		
2. Number miles run by freight and mixed trains.....	73,590	70,694
3. Number miles run by wood, gravel and construction trains.....	1,930	1,854
4. Mileage of switching trains.....		
5. Total mileage.....	75,510	72,558
6. Proportion for Wisconsin. Give percentage and miles (49.51).....		72,558
PASSENGER TRAFFIC.		
7. Total number of passengers carried.....	28,015	
8. Number of passengers carried one mile (eastward).....	No record.	
9. Number of passengers carried one mile (westward).....	No record.	
10. Total number passengers carried one mile.....	588,315	
11. Rate per passenger per mile on whole line.....	.04	
12. Rate per passenger per mile in Wisconsin.....	.04	
13. Average distance traveled by each passenger.....	21	

TONNAGE OF FREIGHTS CARRIED.

	Tons.
1. Grain.....	19,674
2. Flour.....	104
3. Provisions.....	15
4. Salt, cement, water lime and stucco.....	858
5. Manufactures, including agricultural implements, furniture and wagons.....	368
6. Live stock.....	10,480
7. Lumber and forest products.....	3,857
8. Iron, lead, and mineral products.....	7,474
9. Stone, brick, lime, sand, etc.....	120
10. Coal.....	2,121
11. Merchandise and other articles.....	10,547
12. All other freights not above enumerated.....	
13. Total freight in tons.....	55,118
14. Proportion for Wisconsin.....	52,947

Mineral Point Railroad.

MILEAGE, TRAFFIC, ETC.—continued.

MILEAGE AND TONNAGE.	Whole line.	In Wisconsin
15. Number of tons of freight carried one mile, estimated.....	2,810,508	2,810,508
16. Number of tons of freight carried (eastward).....		
17. Number of tons of freight carried (westward).....		
18. Average rate per ton per mile on all freights carried.....	3½	3½
MILEAGE EARNINGS FOR THE YEAR.		
1. Earnings per mile of road on freight.....	\$1,550 09	\$1,550 09
2. Earnings per mile of road on passengers.....	436 24	436 24
3. Earnings per mile of road on mails, express, and all other sources.....	95 39	95 39
4. Total earnings per mile.....	\$2,081 72	\$2,081 72
5. Net earnings per mile.....	\$640 47	\$640 47
6. Earnings per train mile run, on freight.....	1 07	1 07
7. Earnings per train mile run, on passengers.....	30	30
8. Earnings per train mile run, on mails, express, and all other sources.....	06	06
9. Total earnings per train mile.....	\$1 43	\$1 43
10. Net earnings per train mile.....	44	44
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 1 to 3½. In Wisconsin, as 1 to 3½.		
12. What is the rate per passenger per mile.....	04	04
13. Number of passengers carried one mile....	588,815	588,815
14. Number of miles of operated road upon which above estimates are based.....	51	49

MISCELLANEOUS OPERATING EXPENSES.

	Whole Line.	In Wisconsin.
1. Average operating expenses per mile of road...	\$1,441 24	\$1,441 24
2. Average operating expenses per train mile.....	99	99
3. Cost of maintaining track and bridges per mile.	339 88	339 88
4. Cost of repairing engines and cars per mile run.	16	16
5. Cost of engineers and firemen per mile run.....	09	09
6. Cost of oil and waste per mile run.....	006	006
7. Cost of fuel per mile run.....	079	079

*Mineral Point Railroad.***EARNINGS, AND EXPENSE STATEMENT.****CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.**

Gross earnings estimated on 51 miles.....	\$106,167 77
Deduct operating expenses and taxes	73,503 68
Leaving net earnings.	\$32,664 14
Amount of interest paid.....	\$32,000 00
Total of rentals and interest.....	32,000 00
Balance	\$664 14
Leaving surplus.....	664 14

EQUIPMENT.

	Owued.	Total.
Number of locomotives	5	5
Number of passenger cars	4	4
Number of baggage, mail and express cars	2	2
Number of freight cars (basis of 8 wheels.....)	54	54

GENERAL QUESTIONS.**U. S. MAIL.**

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$2672.28 per annum. Daily service each way except Sunday.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

We carry freight, etc., for American Express Co. in our own cars. Terms \$100 per month, one trip each way daily except Sunday. Express received at depots in charge of Express Co.'s employees.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

None.

Mineral Point Railroad.

5. Have you acquired any additional chartered rights or privileges under the special laws of this State, directly or indirectly, since your last report?

Have obtained charter to extend Mineral Point R. R. north through Iowa county.

13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

To secure the safety of passengers and property, promptness and discipline in the discharge of the business of this road, the use of intoxicating liquors is strictly forbidden to the officers and men in the service of this company. When upon duty, any person who shall become intoxicated will be immediately discharged. It is enforced.

ACCIDENTS.

No. of accident.	STATEMENT OF EACH ACCIDENT.	EMPLOYEES.			
		From causes beyond their control.		By own misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.
1	Barney McCarville, a stone mason, in the employ of the Mineral Point R. R., was run over and killed at Warren, Ill., on the morning of December 5th, 1879, by a train of this company, while switching on the side track of the Illinois Central R. R. Deceased was standing on the side track, looking at the air brake attachment on the Illinois Central R. R. passenger locomotive, which was just leaving Warren, and did not notice the approach of the train which was backing up towards him. He exonerated every one from all blame before he died, and no claim is made against the company on account of his injuries .....	.....	.....	1	.....

*Mineral Point Railroad.*FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES
PAID THEREFOR.

	Number killed.	Amount Paid.
1. Cattle	2	\$40 00

STATE OF WISCONSIN — *County of Iowa* — ss.

George W. Cobb, Managing Director, and Calvert Spensley, Secretary, of the Mineral Point Railroad, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper Officers and Agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

[SEAL.]

GEO. W. COBB,
Managing Director.
CALVERT SPENSLEY,
Secretary.

Subscribed and sworn to, before me, at Mineral Point, Wis., this 24th day of August, A. D. 1880.

[SEAL.]

CYRUS LANYON,
Notary Public for Wisconsin.
Residing in Iowa County.

Green Bay & Minnesota Railroad Company.

REPORT

OF THE

GREEN BAY & MINNESOTA RAILROAD COMPANY,

TIMOTHY CASE, RECEIVER.

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
Receiver and Gen. Man .	Timothy Case	Green Bay.
President.....	E. B. Hatfield, Jr	New York City.
Secretary	N. W. H. Hicks	New York City.

ORGANIZATION UNDER THE RECEIVER.

Counsel &.....	.....	.....
Asst. to Receiver.....	Theo. G Case	Green Bay.
Cashier and Paymaster..	W. R. Hancock.	Green Bay.
General Freight Agent..	J. A. Monroe.....	Green Bay.
General Ticket Agent...	Munson C. Case.....	Green Bay.
Auditor and Purchaser..	James S. Mott	Green Bay.

1. General Offices at Green Bay, Wis.

BOARD OF DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Wm. E. Dodge...	New York.	Benj. G. Clark...	Jersey City, N. J.
Moses Taylor	New York.	E. F. Hatfield, Jr.	New York City.
Samuel Sloan	New York.	W. J. Abrams ...	Green Bay.
John I. Blair.....	Blairstown N J	R. B. Kellogg ...	Green Bay.
Percy R. Pyne ...	New York.		

Green Bay & Minnesota Railroad Company.

2. Date of annual election of directors, First Monday in April.
 3. Name and address of person to whom correspondence concerning this report should be directed, Timothy Case, Receiver, Green Bay Wis.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total income.....	\$401,083 25
2. Operating expenses.....	248,768 06
3. Excess of income over operating expenses.....	<u>\$152,314 19</u>
4. Taxes.....	\$1,294 96
5. Rentals (specifying amount to each company): Chicago & Northwestern R'y Co.....	19,715 89
6. Interest accrued during the year, viz:	None.
7. Dividends	None.
8. Sinking funds..	None.
9. Total of 4, 5, 6, 7 and 8	<u>\$21,010 85</u>
10. Balance for the year— June 30, 1880, being the difference between 3 and 9.....	<u>\$131,303 34</u>

CAPITAL STOCK.

Capital stock authorized by charter.....	<u>\$8,000,000 00</u>
How many kinds of stock at date of last report? One.	
Amount of common stock at date of last report.....	\$7,995,900 00
Amount of preferred stock at date of last report? None.	
Total capital stock at date of last report	<u>\$7,995,900 00</u>
How much stock has been issued since date of last report ? None.	
Total amount of stock now outstanding.....	<u>\$7,995,900 00</u>

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

Name of Bonds.	When and where payable.	Date of issue.	Rate of interest.	Amount.
1st Mortgage Bonds,	New York, August 1, 1890.	Aug. 1 1870	7 pr. c gold.	\$3,200,000 00
2d Mortgage Bonds.	New York, Nov. 1, 1873 ...	Sep. 1 1873	18 pr. c curr.	779,860 00
2. Total bonded indebtedness.....				<u>\$3,979,860 00</u>

Green Bay & Minnesota Railroad Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt.....	\$1,682,666 92
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RECAPITULATION.

1. Total of capital stock	\$7,995,900 00
2. Total of bonded indebtedness	3,979,860 00
3. Total of unfunded and floating debt	1,682,666 92
4. Total of stock and debt.....	<u>\$13,658,426 92</u>
5. Capital stock per mile of road.....	\$36,544 33
6. Bonded indebtedness per mile of road.....	18,189 47
7. Unfunded and floating debt per mile of road	7,740 70
8. Total of stock and debt, per mile.....	<u>\$62,474 50</u>
9. Number of miles of road on which stock and debt is ap- portioned.....	<u>218 8-10</u>

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly in what they consist.

QUICK ASSETS.

1. Specify particularly:	
Cash	<u>\$54,829 24</u>

ANALYSIS OF EARNINGS.

1. Earnings from local passengers.....	\$68,035 10
2. Earnings from through passengers.....	18,285 46
3. Earnings from express and baggage.....	1,770 00
4. Earnings from mails	9,817 37
5. Total earnings, passenger department.....	<u>\$97,907 93</u>
6. Earnings from passenger trains per train mile run (166,500 miles), \$0.51 8-10.	
7. Earnings from freight	\$292,633 33
8. Earnings from other sources, freight department.....	4,454 73
9. Total earnings, freight department	<u>\$296,088 06</u>
10. Earnings from freight trains per train mile run (207,960 miles), \$1.40 2-10.	
11. Total transportation earnings	\$393,995 99
12. Earnings per mile of road operated (261 6-10 miles), ...	\$1,532 80
13. Earnings per train mile run from all trains earning revenue (391.700 miles)	1,024 00
14. Proportion of earnings for Wisconsin, ...	393,995 99
15. Rents for use of road, stations, etc.....	7,086 26
16. Total income from all sources	<u>\$401,082 25</u>

Green Bay & Minnesota Railroad Company.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$12,537 44
2. Legal expenses	1,731 30
3. Insurance	1,289 31
4. Stationery and printing	2,346 21
5. Outside agencies and advertising	798 29
6. Contingencies and miscellaneous	6,128 35
7. Repairs of bridges (including culverts and cattle guards),	10,284 16
8. Repairs of buildings	524 77
9. Repairs of tools and machinery	3,403 39
10. Renewals, fastenings, etc.	3,234 29
11. Renewal of rails. 51,356.93, less old rails, 28,138.02.....	23,218 91
[No. tons laid, about 700.]	
12. Renewal of ties	21,964 40
[No. laid, 122,899.]	
13. Repairs of road-bed and track	21,568 65
14. Repairs of locomotives	9,202 06
15. Fuel for locomotives	29,707 32
16. Water supply	1,640 00
17. Oil and waste	2,798 93
18. Locomotive service, salaries and wages	18,360 82
19. Repairs of passenger cars	15,818 34
20. Passenger train service, salaries and wages	15,729 26
21. Passenger train supplies	
22. Mileage of passenger cars, debit balances	
23. Repairs of freight cars (included in item 19)	
24. Freight train service, salaries and wages (included in	
item 20)	
25. Freight train supplies	
26. Mileage freight cars, debit balances	
27. Telegraph expenses	
28. Loss and damage, freight and baggage	923 30
29. Loss and damage, property and cattle	
30. Personal injuries	168 18
Rentals	19,715 89
31. Agents and station service, salaries and wages	21,905 44
32. Station supplies	466 94
33. Total operating expenses, being 66.9 per cent. of earn-	268,483 95
ings	1,294 96
34. Taxes	
35. Total operating expenses and taxes, being 67.2 per cent. of	269,778 91
earnings	

*Green Bay & Minnesota Railroad Company.***MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.**

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	\$7,926 82	\$17,611 84	\$1,010 27	\$26,548 93
August	7,460 96	16,132 72	978 88	24,572 56
September	6,971 92	28,676 35	5,298 04	40,946 31
October	7,153 17	46,698 81	786 20	54,643 18
November	8,032 02	33,438 33	756 28	42,226 63
December	8,161 02	27,522 85	2,914 49	38,598 36
1880.				
January	4,815 68	19,372 84	641 68	24,830 20
February	5,116 96	20,551 31	924 71	26,592 98
March	7,377 80	26,319 96	2,876 81	36,574 57
April	8,328 88	19,040 88	2,681 12	30,050 88
May	7,695 69	23,049 23	777 85	31,522 77
June	7,274 64	13,218 21	3,482 03	23,974 88
Totals	\$86,320 56	\$291,633 33	\$23,128 36	\$401,082 25

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Total.
1879.				
July	\$18,370 64	.....	\$2,334 20	\$20,704 84
August	19,597 16	\$609 00	1,800 83	22,006 99
September	18,892 97	.....	1,504 66	20,397 63
October	22,857 82	.....	1,711 21	24,569 03
November	23,412 47	.....	2,159 68	25,572 15
December	20,116 07	.....	1,897 68	22,013 75
1880.				
January	17,427 33	.....	1,566 94	18,994 27
February	15,807 10	684 61	1,224 27	17,715 98
March	19,451 45	1 35	1,265 07	20,717 87
April	21,933 79	.....	1,434 87	23,368 66
May	25,163 57	.....	1,872 74	26,536 31
June	25,737 69	.....	1,443 74	27,181 43
Totals	\$248,768 06	\$1,294 96	\$19,715 89	\$269,778 91

Green Bay & Minnesota Railroad Company.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$1,098 07
2. Bridging	2,451 63
3. Superstructure, including rails	22,487 02
4. Land, land damages and fences	2,338 94
5. Passenger and freight stations, wood sheds and water stations	5,808 92
6. Engine houses, car sheds and turn-tables	17,028 55
In construction, as below	
10. Total for construction	<u>\$51,158 13</u>
11. Locomotives [Number, 1]	\$6,537 00
12. Parlor and sleeping cars [Number]	
13. Passenger, mail and baggage cars [Number, 1]	3,000 00
Equipment as below	8,061 00
14. Freight and other cars [Number, 52]	<u>22,440 18</u>
15. Total for equipment	<u>\$40,038 18</u>
16. Other expenditures charged to property account	
Steam excavator (equipment)	\$5,211 00
Steam pile driver (equipment)	2,850 00
Various construction items	<u>17,028 55</u>
17. Total expenditures charged to property accounts	<u>\$91,196 26</u>
19. Net addition to property account for the year	

COST OF ROAD.
CONSTRUCTION AND EQUIPMENT.

1. Cost of line, June 30, 1879	\$12,329,567 67
2. Paid for construction during the year	51,168 13
3. Paid for equipment during the year	40,038 13
4. Total expended for construction and equipment during the year ending June 30, 1880	<u>91,196 26</u>
5. Total cost of entire line to date, June 30, 1880 (on 233 ⁸ / ₁₀ miles)	<u>\$12,420,763 93</u>
7. Cost of road per mile	<u>\$53,125 59</u>

NUMBER OF PERSONS EMPLOYED.

1. Division, assistant superintendents and roadmasters	1
Clerks in general offices	3
Agents and clerks at all stations	40
Master, and skilled mechanics	4
Helpers in shops	19
Conductors	10
Engineers	12
Firemen and wipers	19

Green Bay & Minnesota Railroad Company.

Brakemen	22
Flagmen, switchtenders, gatekeepers, and watchmen.....	2
Section foremen	35
Section laborers	95
All other employes.....	85

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	From.	To.	Miles.
1. Main line.....	Green Bay.....	Marshland.....	209.3
2. Branches.....	Marshland.....	Eastmoor.....	3.0
	La Crosse.....	Onalaska.....	6.5
Length of Single Track owned.....			218.8
Sidings.....			15.0
Total miles of track owned, including second track and sidings.....			233.8
4. Leased lines:			
Trackage over C. & N. W. Railway.....	Marshland.....	Onalaska.....	23.2
	Marshland.....	Winona.....	4.6
Total of leased lines.....			27.8
RECAPITULATION.			
Total of lines owned.....			218.8
Total of leased lines.....			27.8
Total trackage of all lines operated.....			246.6
Sidings:			
Mileage of sidings belonging to roads owned.....			15.0
Total mileage of sidings.....			15.0
Number of junction stations.....			5.0

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.

1. Number miles run by passenger trains.....	166,500
2. Number miles run by freight and mixed trains.....	207,960
3. Number miles run by wood, gravel and construction trains	36,870
4. Mileage of switching trains.....	17,240
5. Total mileage.....	428,370
6. Proportion for Wisconsin. Give percentage and miles,	All.

Green Bay & Minnesota Railroad Company.

PASSENGER TRAFFIC.

7. Total number of passengers carried, excluding mileage tickets	58,662
8. Number of passengers carried one mile (eastward).....	1,258,844
9. Number of passengers carried one mile (westward).....	1,424,486
10. Total number pass'rs carried one mile	2,683,310
11. Rate per pass'r per mile on whole line.....	03.21 cts.
13. Average distance traveled by each passenger.....	44 $\frac{1}{2}$ $\frac{1}{2}$

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	30,453	.....
2. Flour	6,247	.....
3. Provisions	1,671	1,000
4. Salt, cement, water lime and stucco.....	1,224	1,099
5. Manufactures, including agricultural implements, furniture and wagons.....	2,743	.....
6. Live stock	1,727	.....
7. Lumber and forest products.....	74,489	.....
8. Iron, lead, and mineral products.....	402	1,000
9. Stone, brick, lime, sand, etc	782	1,000
10. Coal	3,154	.....
11. Merchandise and other articles	8,305	.....
12. All other freights not above enumerated .....		.....
13. Total freight in tons	131,197	.....

(MILEAGE AND TONNAGE)

15. Number of tons of freight carried one mile.....	20,809,421
16. Number of tons of freight carried (eastward).....	131,199
17. Number of tons of freight carried (westward).....	.....
18. Average rate per ton per mile on all freights carried.....	01.4 cts.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$1,182 63
2. Earnings per mile of road on passengers.....	350 04
3. Earnings per mile of road on mails, express, and all other sources.....	93 75
4. Total earnings per mile.....	\$1,626 41
5. Net earnings per mile	\$582 45
6. Earnings per train mile run, on freight.. ..	1 40.2
7. Earnings per train mile run, on passengers.....	51.8
8. Earnings per train mile run, on mails, express, and all other sources.....	18.9
9. Total earnings per train mile	2 05.9

Green Bay & Minnesota Railroad Company.

10. Net earnings per train mile.....	35
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: As to	
12. What is the rate of passenger per mile?.....	03.21
13. Number of passengers carried one mile	1,683,310
14. Number of miles of operated road upon which above estimates are based.....	246.6

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$1,093 55
2. Average operating expenses per train mile.....	63
3. Cost of maintaining track and bridges per mile.....	295 28
4. Cost of repairs of engines per mile run.....	2.14
5. Cost of engineers and firemen per mile run.....	4.28
6. Cost of oil and waste per mile run	.65
7. Cost of fuel per mile run..	6.9

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings.....	\$401,082 25
Deduct operating expenses and taxes.....	250,063 02
Leaving net earnings	\$151,019 23
Amount of rentals paid.....	\$19,715 89
Amount of interest paid	
Total of rentals and interest.....	19,715 89
Balance	\$132,203 34
Leaving surplus.....	\$132,203 34

EQUIPMENT.

	Owued.	Total.
Number of locomotives.....	19	19
Number of passenger cars.	13	13
Number of baggage, mail and express cars.....	4	4
Number of parlor cars or sleeping cars.....		
Number of freight cars (basis of 8 wheels).....	578	578
Number of other cars.....	4	4

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Fifty dollars per mile. Service six times per week.

Green Bay & Minnesota Railroad Company.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such express companies?

One dollar and sixteen cents per mile. Service six times per week.
American Express Co. \$1.16 per 100 pounds in freight averaged as carried over whole length of road. General express business. At depots.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

No.

ACCIDENTS.

Levi Doughty, brakeman, killed November 10, 1879. He was jumping from the car to the engine, fell between car and engine and was run over.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle.....	43	.....
2. Horses.....	11	.....
3. Mules.....	.....	.....
4. Sheep.....	2	.....
5. Hogs.....	5	.....
6. Total	61	\$820 00

STATE OF WISCONSIN — *County of Brown*, ss.

Timothy Case, Receiver and W. R. Hancock, Cashier, of the Green Bay & Minnesota Railroad Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

TIMOTHY CASE,
W. R. HANCOCK,

[SEAL.]

Subscribed and sworn to, before me, a notary public, this 22th day of September, A. D. 1880.

Signed

W. J. ABRAMS,

[NOTARIAL SEAL.]

Notary Public, Brown Co., Wisconsin.

Chippewa Falls & Western Railway Company.

REPORT

OF THE

CHIPPEWA FALLS & WESTERN RAILWAY CO.

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Horace Thompson.	St. Paul, Minn.
Vice President.....	Wm. P. Bartlett....	Eau Claire, Wis.
Secretary.....	L. C. Stanley.....	Chippewa Falls.
General Manager.....	L. C. Stanley.....	Chippewa Falls.
Managing Director.....	Thad C. Pound.....	Chippewa Falls.

1. General Office at Chippewa Falls, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Thad. C. Pound...	Chippewa Falls.	D. E. Seymour...	Chippewa Falls.
Horace Thompson.	St. Paul.	A. T. Fletcher...	Chippewa Falls.
L. C. Stanley	Chippewa Falls.	H. S. Allen.....	Chippewa Falls.
W. P. Bartlett	Eau Claire.		

EXECUTIVE COMMITTEE.

HORACE THOMPSON. W. P. BARTLETT. L. C. STANLEY.

2. Date of Annual Election of Directors, last Monday in November.
3. Name and address of person to whom correspondence concerning this Report should be directed.
L. C. Stanley, Chippewa Falls, Wisconsin.

Chippewa Falls & Western Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total Income.....	\$33,605 37
2. Operating expenses.....	14,055 28
3. Excess of income over operating expenses.....	19,550 09
4. Taxes.....	283 34
5. Rentals.....	.....
6. Interest accrued during the year.....	10,595 72
7. Dividends declared.....	.....
9. Total of 4, 5, 6 and 7.....	<u>\$10,879 06</u>
10. Balance for the year — June 30, 1880	<u><u>\$8,671 03</u></u>

CAPITAL STOCK.

Capital stock authorized by charter	\$160,000 00
How many kinds of stock at date of last report? One.	
Amount of common stock at date of last report.....	143,200 00
How much stock has been issued since date of last report	900 00
Total amount of stock now outstanding	<u><u>\$144,100 00</u></u>

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First Mortgage Gold	Thirty years.....	1874.	7	\$182,000 00
2. Total bonded indebtedness.....				<u>\$182,000 00</u>

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt.....	<u>\$10,000 00</u>
--	--------------------

RECAPITULATION.

1. Total of capital stock issued.....	\$144,100 00
2. Total of bonded indebtedness	182,000 00
3. Total of unfunded and floating debt	10,000 00
4. Total of stock and debt	<u><u>286,100 00</u></u>

Chippewa Falls & Western Railway Company.

5. Capital stock per mile of road	13,723 81
6. Bonded indebtedness, per mile of road	12,571 42
7. Unfunded and floating debt, per mile of road.....	952 38
8. Total of stock and debt per mile.....	<u>\$27,247 61</u>
9. Number of miles of road on which stock and debt is apportioned	<u>10 50</u>

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Call loan.....	\$10,000 00
Total.....	<u>\$10,000 00</u>

ANALYSIS OF EARNINGS.

2. Earnings from passengers	\$18,350 20
3. Earnings from express and baggage.....	836 69
4. Earnings from mails.....	295 20
5. Total earnings, passenger department.....	<u>\$19,482 09</u>
6. Earnings from passenger trains per train mile run (miles). .....	.....
7. Total earnings, freight department.....	<u>\$14,123 28</u>
8. Earnings from freight trains per train mile run .....	.....
9. Total transportation earnings.....	<u>\$33,605 37</u>
10. Earnings per mile of road operated)10½ miles.....	<u>2,200 51</u>
11. Total income from all sources	<u>\$33,605 37</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$12,000 00
2. Legal expenses. None.	
3. Insurance.....	24 00
4. Stationery and printing.....	186 06
5. Outside agencies and advertising.....	.....
6. Contingencies and miscellaneous.....	.....
7. Repairs of bridges (including culverts and cattle guards). .....	.....
8. Repairs of buildings .....	.....
9. Repairs of tools and machinery.....	.....
10. Repairs of fences, road crossings and signs .....	.....
11. Renewal of rails.....	.....
12. Renewal of ties.....	1,812 62
[No. laid, 5,250.]	
13. Repairs of road-bed and track	1,920 00
14. Repairs of locomotives.....	475 34
15. Fuel for locomotives	1,367 77
16. Water supply .....	.....
17. Oil and waste.....	195 09

Chippewa Falls & Western Railway Company.

18. Locomotive service, salaries and wages.....	1,980 00
19. Repairs of passenger cars.....	292 64
20. Passenger train service, salaries and wages	1,860 00
21. Passenger train supplies.....	
22. Mileage passenger cars, debit balances	
23. Repairs of freight cars	
24. Freight train service, salaries and wages: Run mixed trains: see 18, 19, 20.	
25. Freight train supplies	
26. Mileage freight cars, debit balances.....	
27. Telegraph expenses.....	
28. Loss and damage, freight and baggage.....	
29. Loss and damage, property and cattle.....	
30. Personal injuries.....	
31. Agents and station service, salaries and wages.....	3,180 00
32. Station supplies.....	61 76
33. Total operating expenses, being 42.82 per cent. of earnings	\$14,055 28
34. Taxes	288 34
35. Total operating expenses and taxes, being 43 per cent. of earnings.....	\$14,343 62

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.**

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	\$1,320 30	\$943 92	50 08	\$2,314 30
August	1,186 87	876 00	53 81	2,116 68
September.....	1,256 43	1,240 97	80 15	2,577 55
October	1,337 55	1,782 02	86 58	3,206 15
November.....	1,656 75	1,462 69	70 66	3,190 10
December	1,416 05	1,469 92	356 07	3,242 04
1880.				
January	921 95	859 94	51 98	1,833 87
February	824 50	561 60	49 95	1,436 05
March	1,975 95	1,108 70	69 07	3,153 72
April	2,537 30	1,404 86	82 28	4,024 44
May	2,278 50	1,279 43	95 71	3,653 64
June.....	1,638 05	1,133 23	85 55	2,856 83
Totals.....	\$18,350 20	\$14,123 28	\$1,181 89	\$33,655 37

Chippewa Falls & Western Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Interest.	Total.
1879.				
July	\$1,069 87	.....	\$477 40	\$1,547 37
August.....	1,238 68	\$129 63	.....	1,368 31
September.....	1,118 91	.....	19 30	1,138 21
October	1,179 09	.....	4,620 00	5,799 09
November.....	1,194 60	.....	25	1,194 85
December	1,605 04	.....	20	1,605 24
1880.				
January	1,106 51	.....	473 31	1,579 82
February.....	1,007 62	153 71	25	1,161 58
March	1,061 00	.....	20	1,061 20
April	1,140 18	.....	.....	1,140 18
May	1,199 29	.....	20 70 }	5,839 99
June	1,134 49	.....	4,620 00 }	
			364 11	1,498 60
Totals	\$14,055 28	\$283 34	\$10,595 72	\$24,934 34

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

5. Passenger and freight stations, wood sheds and water stations	\$7 42
6. Engine houses, car sheds and turn-tables	4 28
Total	\$11 70

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line, June 30, 1879, ...	\$183,093 39
2. Paid for construction during the year	11 70
3. Total cost of entire line to date, June 30, 1880 on — miles...	\$183,105 09
4. Cost of portion in Wisconsin, on 10½ miles.....	\$183,105 09
5. Cost of road per mile	17,438 58

Chippewa Falls & Western Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters.....			
Clerks in general offices.....	4	\$750 00	\$3,000 00
Agents, and clerks at all stations.....			
Master and skilled mechanics.....			
Helpers in shops.....			
Conductors.....	1		1,000 00
Engineers.....	1		1,000 00
Firemen and wipers.....	2	480 00	960 00
Brakemen.....	1		480 00
Flagmen, switchtenders, gatekeepers, and watchmen.....			
Section foremen.....	1		480 00
Section laborers.....	5	360 00	1,800 00
All other employes.....	1		482 00

Chippewa Falls & Western Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

CREDITS.	Dollars. Cts.	DEBITS.	Dollars. Cts.
Cost of road	\$188,105 09	Received from stock subscribed.....	\$30,550 00
Supplies and material on hand.....	8,050 00	Received from stock and bon's	112,883 56
		Floating debt.....	10,000 00
		Earnings to Capital account.....	83,221 53
	\$186,155 09		\$186,155 09

Chippewa Falls & Western Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	From.	To.	Total miles.
Main line	Chippewa Falls....	Eau Claire	10 $\frac{1}{2}$
Sidings .....	.....	.....	.65
Total miles of track owned, including sidings .....	.....	.....	11.15

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger trains.....	12,896
2. Number miles run by freight and mixed trains	6,448
3. Number miles run by wood, gravel and construction trains .....	.....
4. Mileage of switching trains	1,200
5. Total mileage	20,544
6. Proportion for Wisconsin (give per centage and miles ....	.....

PASSENGER TRAFFIC.

7. Total number of passengers carried	40,370
8. Number of passengers carried one mile (eastward).....	184,220
9. Number of passengers carried one mile (westward).....	179,250
10. Total number passengers carried one mile.....	363,470
11. Rate per passenger per mile on whole line.....	3.70c
12. Average distance traveled by each passenger.....	.....

*Chippewa Falls & Western Railway Company.*¹ TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	1,725	390
2. Flour	2,154	890
3. Provisions	249	630
4. Salt, cement, water lime, stucco	286	190
5. Manufactures, including agricultural implements, furniture and wagons	140	900
6. Live stock	50	...
7. Lumber and forest products	1,421	470
8. Iron, lead and mineral products	...	...
9. Stone, brick, lime, sand, etc.	346	1,100
10. Coal	488	920
11. Merchandise and other articles	2,274	274
12. All other freights not above enumerated	2,871	968
13. Total freight in tons	12,007	732
14. Proportion for Wisconsin	12,007	732

MILEAGE AND TONNAGE.

15. Number of tons of freight carried one mile	126,074
16. Number of tons of freight carried (eastward)	5,153
17. Number of tons of freight carried (westward)	6,853
18. Average rate per ton per mile on all freights carried	1.17 ¹ / ₁₀ cts.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$1,345 07
2. Earnings per mile of road on passengers	1,747 64
3. Earnings per mile of road on mails, express and all other sources	107 80
4. Total earnings, per mile	\$3,200 51
5. Net earnings per mile	\$1,861 91
6. Earnings per train mile run, on freight	2 17
7. Earnings per train mile run, on passengers	1 35
8. Earnings per train mile run, on mails, express and all other sources	08
9. Total earnings per train mile	\$3 60
10. Net earnings per train mile	97
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 18 to 14. In Wisconsin, as to	
12. What is the rate of passenger per mile	3.9
13. Number of passengers carried one mile	363,470
14. Number of miles of operated road upon which above esti- mates are based	10 ¹ / ₂

¹ Great care should be taken in giving tonnage of freight, for purposes of tabulation.

Chippewa Falls & Western Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road ...	\$1,133 59
2. Average operating expenses per train mile.....	71
3. Cost of maintaining track and bridges per mile.	145 00
4. Cost of repairs of engines per mile run.....	04
5. Cost of engineers and firemen per mile run	15 3
6. Cost of oil and waste per mile run.....	02
7. Cost of fuel per mile run	08

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 10½ miles....	\$33,605 37
Deduct operating expenses and taxes.....	14,338 62
Leaving net earnings.....	\$19,266 75
Amount of rentals paid	
Amount of interest paid	10,592 72
Totals of rentals and interest	
Balance	8,671 08

EQUIPMENT.

	Leased.	Owued	Total.
Number of locomotives.....		1	1
Number of passenger cars.....		1	1
Number of baggage, mail and express cars.....		1	1
Number of parlor or sleeping cars.....			
Number of freight cars (basis of 8 wheels).....		4	4
Number of other cars.....			

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Three hundred dollars per year.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company. Twenty cents per 100 lbs. Take freight at depot.

Chippewa Falls & Western Railway Company.

STATE OF WISCONSIN. } ss.
County of Chippewa. }

L. C. Stanley, Secretary and General Manager, and W. P. Bartlett, Vice President of the Chippewa Falls and Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

W. P. BARTLETT,
L. C. STANLEY.

[SEAL.]

Subscribed and sworn to before me, a notary public, this 31st day of August, A. D. 1880.

JOHN JENKINS,
Notary Public, Chippewa Co., Wis. ,

Pine River Valley & Stevens Point Railroad Company.

REPORT

OF THE

PINE RIVER VALLEY & STEVENS POINT RAILROAD CO.

For the Year ending September 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	J. W. Lybrand	Richland Center, Wis.
Vice Presiden	A. W. Bickford	Richland Center, Wis.
General Manager	S. S. Merrill.....	Milwaukee, Wis.
Superintendent	J. W. Lybrand	Richland Center, Wis.
Secretary	Wm. H. Pier.....	Richland Center, Wis.
Treasurer	J. D. McKee	Richland Center, Wis.

1. General Offices at Richland Center, Wisconsin.

NAMES OF DIREC- TORS.	RESIDENCE.	NAMES OF DIREC- TORS.	RESIDENCE.
J. W. Lybrand.. . . .	Rich. Center.	John Walworth....	Rich. Center.
A. W. Bickford.....	Rich. Center.	A. C. Parfrey.....	Rich. Center.
J. L. McKee	Rich. Center.	W. J. Bowen.....	Rich. Center.
J. H. Miner	Rich. Center.	F. P. Bowen	Rich. Center.

EXECUTIVE COMMITTEE.

A. W. BICKFORD.

F. P. BOWEN.

A. C. PARFREY.

2. Date of Annual Election of Directors, last Monday in July.

3. Name and address of person to whom correspondence concerning this Report should be directed, J. W. Lybrand.

Pine River Valley & Stevens Point Railroad Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total income	\$18,205 90
2. Operating expenses	11,638 40
3. Excess of income over operating expenses.....	<u>\$6,567 50</u>
4. Taxes.....	\$80 00
5. Rentals	5 00
6. Interest during the year: viz:	
On funded debt.....	\$4,120 75
On other debt.....	522 95
	<u>\$4,643 70</u>
7. Dividends declared, viz.....	None.
8. Total of 4, 5, 6 and 7.....	<u>\$4,728 70</u>
9. Balance for the year, June 30, 1880, being the difference between 3 and 8:	<u><u>\$1,838 80</u></u>

CAPITAL STOCK.

Capital stock authorized by charter.....	\$150 000 00
How many kinds of stock at date of last report? One.	
Amount of common stock at date of last report.....	51,000 00
Amount of preferred stock at date of last report? None.	
Total capital stock at date of last report.....	<u>\$51,000 00</u>
How much common stock has been issued since date of last report?.....	475 00
For what purpose, and what was received therefor? On old subscriptions that had been paid and stock never called for.	
How much preferred stock has been issued since date of last report? None.	
Amount of stock withdrawn and canceled.....	19,000 00
For what purpose, and what was received therefor?	
Total amount of stock outstanding	<u><u>\$32,475 00</u></u>

Chippewa Falls & Western Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road ...	\$1,183 59
2. Average operating expenses per train mile.....	71
3. Cost of maintaining track and bridges per mile.	145 00
4. Cost of repairs of engines per mile run.....	04
5. Cost of engineers and firemen per mile run	15 3
6. Cost of oil and waste per mile run.....	08
7. Cost of fuel per mile run	08

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 10½ miles....	\$33,605 37
Deduct operating expenses and taxes.....	14,338 62
Leaving net earnings.....	\$19,266 75
Amount of rentals paid	
Amount of interest paid	10,592 72
Totals of rentals and interest	
Balance	8,671 08

EQUIPMENT.

	Leased.	Owned	Total.
Number of locomotives.....		1	1
Number of passenger cars.....		1	1
Number of baggage, mail and express cars.....		1	1
Number of parlor or sleeping cars.....			
Number of freight cars (basis of 8 wheels).....		4	4
Number of other cars			

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Three hundred dollars per year.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company. Twenty cents per 100 lbs. Take freight at depot.

Chippewa Falls & Western Railway Company.

STATE OF WISCONSIN. } ss.
County of Chippewa. }

L. C. Stanley, Secretary and General Manager, and W. P. Bartlett, Vice President of the Chippewa Falls and Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

W. P. BARTLETT,
L. C. STANLEY.

[SEAL.]

Subscribed and sworn to before me, a notary public, this 31st day of August, A. D. 1880.

JOHN JENKINS,
Notary Public, Chippewa Co., Wis. ,

Chippewa Falls & Western Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road ...	\$1,133 59
2. Average operating expenses per train mile.....	71
3. Cost of maintaining track and bridges per mile.	145 00
4. Cost of repairs of engines per mile run.....	04
5. Cost of engineers and firemen per mile run	15 3
6. Cost of oil and waste per mile run.....	02
7. Cost of fuel per mile run	08

EARNINGS, AND EXPENSE STATEMENT.**CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.**

Gross earnings estimated on 10½ miles....	\$33,605 37
Deduct operating expenses and taxes.....	14,338 62
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Amount of interest paid	10,592 72
Totals of rentals and interest	
Balance	8,671 08

EQUIPMENT.

	Leased.	Owued	Total.
Number of locomotives.....		1	1
Number of passenger cars.....		1	1
Number of baggage, mail and express cars.		1	1
Number of parlor or sleeping car.....			
Number of freight cars (basis of 8 wheels).....		4	4
Number of other cars.....			

GENERAL QUESTIONS.**U. S. MAIL.**

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Three hundred dollars per year.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company. Twenty cents per 100 lbs. Take freight at depot.

Chippewa Falls & Western Railway Company.

STATE OF WISCONSIN. }
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L. C. Stanley, Secretary and General Manager, and W. P. Bartlett, Vice President of the Chippewa Falls and Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

[SEAL.]

Signed,

W. P. BARTLETT,
L. C. STANLEY.

Subscribed and sworn to before me, a notary public, this 31st day of August, A. D. 1880.

JOHN JENKINS,
Notary Public, Chippewa Co., Wis.

Chippewa Falls & Western Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road ...	\$1,133 59
2. Average operating expenses per train mile.....	71
3. Cost of maintaining track and bridges per mile.	145 00
4. Cost of repairs of engines per mile run.....	04
5. Cost of engineers and firemen per mile run	15 3
6. Cost of oil and waste per mile run.....	02
7. Cost of fuel per mile run	08

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 10 $\frac{1}{2}$ miles....	\$33,605 37
Deduct operating expenses and taxes.....	14,338 62
Leaving net earnings.....	\$19,266 75
Amount of rentals paid	
Amount of interest paid	10,593 72
Totals of rentals and interest	
Balance	8,671 03

EQUIPMENT.

	Leased.	Owned	Total.
Number of locomotives.....		1	1
Number of passenger cars.....		1	1
Number of baggage, mail and express cars.....		1	1
Number of parlor or sleeping cars.....			
Number of freight cars (basis of 8 wheels).....		4	4
Number of other cars.....			

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Three hundred dollars per year.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company. Twenty cents per 100 lbs. Take freight at depot.

Pine River Valley & Stevens Point Railroad Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	FROM.	TO.	Total Miles.
1. Main line.....	Richland Center...	Lone Rock.....	16
2. Sidings			$\frac{1}{2}$
Total miles of track owned and sidings			$16\frac{1}{2}$

3. What is the gauge of your line?
Three feet.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger (mixed) trains 19,968

PASSENGER TRAFFIC.

7. Total number of passengers carried 7,138
 10. Total number passengers carried one mile 42,955
 11. Rate per passenger per mile on whole line..... $2\frac{1}{2}$
 13. Average distance traveled by each passenger, about..... 12

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	3,233	1,490
2. Flour	873	850
3. Provisions	389	1,540
4. Salt, cement, water lime and stucco	115	.....
5. Manufactures, including agricultural implements, furniture and wagons.....	183	1,940
6. Live stock.....	1,214	390
7. Lumber and forest products.....	840	400
8. Iron, lead, and mineral products.....	1	1,500
9. Stone, brick, lime, sand, etc.....	211	410
10. Coal	60	1,540
11. Merchandise and other articles	1,381	180
12. All other freights not above enumerated.....	41	110
13. Total freight in tons	<u><u>9,446</u></u>	<u><u>850</u></u>

Pine River Valley & Stevens Point Railroad Company.

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile.....	14,171 ¹ / ₂
16. Number of tons of freight carried (eastward).....	8,375
17. Number of tons of freight carried (westward).....	5,796
18. Average rate per ton per mile on all freights carried.....	

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$879 71
2. Earnings per mile of road on passengers	165 86
3. Earnings per mile of road on mails, express and all other sources.....	92 29
4. Total earnings, per mile.....	\$1,137 86
5. Net earnings per mile	\$254 25
6. Earnings per train mile run, on freight.....	70 ¹ / ₂
7. Earnings per train mile run, on passengers.....	13
8. Earnings per train mile run, on mails, express and all other sources.....	07 ¹ / ₂
9. Total earnings, per train mile.....	91
10. Net earnings per train mile.....	20 ¹ / ₂
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line as 1 to 5; in Wisconsin as 1 to 5.	
12. What is the rate of passenger per mile	02 ¹ / ₂
13. Number of passengers carried one mile	42,955
14. Number of miles of operated road upon which above estimates are based.....	16

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$727 40
2. Average operating expenses per train mile.....	58
3. Cost of maintaining track and bridges per mile	7 21
4. Cost of repairs of engines per mile run	04.4
5. Cost of engineers and firemen per mile run.....	07
6. Cost of oil and waste per mile run	00 ¹ / ₂
7. Cost of fuel per mile run.....	05

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 16 miles.....	\$18,205 90
Deduct operating expenses and taxes.....	11,718 40
Leaving net earnings.....	\$6,487 10
Amount of rentals paid.....	\$5 00
Amount of interest paid	3,075 45
Total of rentals and interest.....	\$3,080 45
Balance	3,406 65
Dividends paid, viz.....	None.
Leaving surplus	\$3,406 65

Pine River Valley & Stevens Point Railroad Company.

EQUIPMENT.

	Owmed.	Total.
Number of locomotives	1	1
Number of passenger cars		
Number of baggage, mail and express cars.	1	1
Number of parlor or sleeping cars		
Number of freight cars (basis of 8 wheels)	12	12
Number of other cars.....		

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what term of service?
By weight, \$697.05.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
None.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None.

ACCIDENTS.

None.

Pine River Valley & Stevens Point Railroad Company.

OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID
THEREFOR.

	Number killed.	Amount paid.
1. Cattle	3	.....
2. Horses.....	None.	.....
3. Mules	None.	.....
4. Sheep	2	.....
5. Hogs.....	1	.....
6. Total.....	4	\$31 00 -

7. Amount claimed yet unsettled, or in litigation. None.

STATE OF WISCONSIN, *County of Richland*, ss.

J. W. Lybrand, President, and Wm. H. Pier, Secretary, of the Pine River Valley & Stevens Point Railroad Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

[SEAL.]

J. W. LYBRAND, *President.*
WM. H. PIER, *Secretary.*

Subscribed and sworn to before me, a notary public, this twenty-sixth day of July, A. D. 1880.

[SEAL.]

J. H. YEOMAN,
Notary Public.

Milwaukee, Lake Shore & Western Railroad Company.

REPORT

OF THE

MILWAUKEE, LAKE SHORE & WESTERN R. R. CO.

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	F. W. Rhinelander	New York.
Vice-President.....	Wm. H. Guion	New York.
Treasurer	Allyn Cox	Milwaukee.
Assistant Treasurer	Gordon Norrie.....	New York.
Secretary	Alfred L. Cary	Milwaukee.
Assistant Secretary.....	Sam. S. Sands.....	New York.
Attorneys	Cottrill, Cary & Hanson.....	Milwaukee.
General Superintendent.	H. G. H. Reed	Milwaukee.
Gen. Fgt. and Pass. Agt.	H. F. Whitcomb	Milwaukee.
Auditor	C. F. Rand.....	Milwaukee.
Asst. Superintendent....	J. Donohue	Manitowoc.

1. General Offices at Milwaukee, Wis. and 62 Cedar St., New York.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
F. W. Rhinelander	New York.	W. K. Hinman	New York.
Adam Norrie	New York.	G. Norrie	New York.
Sam. S. Sands....	New York.	D. Parrish.....	Philadelphia.
Chas. Dana	New York.	Joseph Vilas	Manitowoc, Wis.
Hy. B. Hammond	New York.	Chas. Luling.. . .	Manitowoc, Wis.
W. H. Guion.....	New York.	Jas. H. Mead	Sheboygan, Wis.
Morris K. Jesup..	New York.		

2. Date of annual election of directors, Second Wednesday in June.

3. Name and address of person to whom correspondence concerning this report should be directed, C. F. Rand, Auditor.

Milwaukee, Lake Shore & Western Railroad Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total income.....	\$368,506 74
2. Operating expenses.....	217,847 68
3. Excess of income over operating expenses.....	<u>\$150,659 06</u>
4. Taxes... ..	<u>\$1,842 24</u>
5. Rentals .....	.....
6. Interest accrued during the year, viz:	
On funded debt.....	\$82,378 33
On other debt.....	11,241 33
	<u>\$93,619 66</u>
7. Dividends	None.
10. Balance for the year—June 30, 1880.....	<u><u>\$55,197 16</u></u>

CAPITAL STOCK.

Capital stock authorized by charter.....	<u><u>\$6,000,000 00</u></u>
Proportionate amount of same for Wisconsin.....	<u><u>\$6,000 000 00</u></u>
How many kinds of stock at date of last report?	
Two.	
Amount of common stock at date of last report.....	1,000 000 00
Amount of preferred stock at date of last report?... ..	<u>5,000,000 00</u>
Total capital stock at date of last report	<u><u>\$6,000,000 00</u></u>
Rate of preference. Preferred stock to have a dividend of 7 per cent. per annum from the net earnings after payment of interest on the first mortgage bonds, and before dividends are made on the common stock, with the right reserved of a reasonable working capital before making dividends on the preferred stock.	
How much stock has been issued since date of last report ?	
None.	
Total amount of stock now outstanding.....	<u><u>\$6,000,000 00</u></u>

Milwaukee, Lake Shore & Western Railroad Company.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First mortgage, Lake Shore and Division Bonds	New York, December 1, 1905...	Dec. 20, 1875...	7 per cent. ..	\$750,000
First mortgage Northern Division Bonds.	New York 1, 1909. Amount authorized \$800,000.	Mar. 1, 1879....	7 per cent....	542,000
First mortgage Oshkosh Division Bonds...	New York, August 1, 1909.....	Aug. 1, 1879....	7 per cent....	200,000
2. Total bonded indebtedness .....	.....	.....	.....	\$1,492,000

Milwaukee, Lake Shore & Western Railroad Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt.....	\$447,762 32
--	--------------

RECAPITULATION.

1. Total of capital stock	\$6,000,000 00
2. Total of bonded indebtedness	1,492,000 00
3. Total of unfunded and floating debt.....	447,762 32
4. Total of stock and debt.....	\$7,939,762 32
5. Capital stock per mile of road.....	\$27,932 00
6. Bonded indebtedness per mile of road.....	6,946 00
7. Unfunded and floating debt per mile of road	2,084 00
8. Total of stock and debt, per mile.....	\$36,962 00
9. Number of miles of road on which stock and debt is ap- portioned.....	214.80

ANALYSIS OF EARNINGS.

1. Earnings from local passengers.....	\$104,087 84
2. Earnings from through passengers.....	8,544 11
3. Earnings from express and baggage.....	2,867 60
4. Earnings from mails	10,518 05
6. Total earnings, passenger department.....	\$126,017 60
11. Total earnings, freight department	\$242,489 14
12. Earnings from freight trains per train mile run (238.868 miles), \$1.01.	
13. Total transportation earnings	\$368,506 74
14. Earnings per mile of road operated (218 4-10 miles),... ..	\$1,690 39
15. Earnings per train mile run from all trains earning revenue (337.739 miles)	1 09
17. Rents for use of road, stations, etc.....	
18. Income from all other sources.....	
19. Total income from all sources	\$368,506 74

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$26,487 90
2. Legal expenses.....	4,411 94
3. Insurance and rents	3,107 09
4. Stationery, printing and advertising.....	6,382 21
5. Outside agencies and advertising.....	
6. Contingencies and miscellaneous.....	2,803 87
7. Repairs of bridges (including culverts and cattle guards),	2,826 21
8. Repairs of buildings.....	2,010 98
9. Repairs of tools and machinery.....	1,081 24
10. Repairs of fences, road-crossings and signs	204 75
11. Renewal of rails	

Milwaukee, Lake Shore & Western Railroad Company.

12. Renewal of ties	42,414 92
13. Repairs of road-bed and track	6,652 50
14. Repairs of locomotives	25,164 17
15. Fuel consumed	
16. Water supply	2,753 75
17. Oil and waste	23,552 49
18. Locomotive service, salaries and wages	7,542 51
19. Repairs of cars	21,468 16
20. Conductors and trainmen	1,928 90
21. Train and station supplies	
22. Mileage of passenger cars, debit balances	
23. Repairs of freight cars	
24. Freight train service, salaries and wages	
25. Freight train supplies	679 64
26. Mileage freight cars, debit balances	
27. Telegraph expenses	
28. Loss and damage, freight and baggage	1,540 82
29. Loss and damage, property and cattle	
30. Personal injuries	119 10
31. Agents and station service, salaries and wages	34,714 53
32. Station supplies	
33. Total operating expenses	\$217,847 68
34. Taxes	1,842 24
35. Total operating expenses and taxes	\$219,689 92

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	\$7,763 94	\$12,061 85	\$1,482 55	\$21,308 34
August	8,341 66	13,457 89	981 92	22,781 47
September	8,043 58	20,816 71	1,140 72	30,001 01
October	9,091 09	27,913 43	990 25	37,994 77
November	8,105 14	20,679 85	1,012 18	29,797 17
December	9,176 24	25,634 11	1,095 65	35,906 00
1880.				
January	8,626 11	15,211 59	995 28	24,832 98
February	7,375 32	24,484 14	1,391 95	33,251 41
March	11,685 12	24,602 19	1,484 83	37,772 14
April	10,525 63	18,574 55	1,245 40	30,345 58
May	9,879 78	17,551 06	1,183 09	28,613 93
June	13,179 20	21,501 77	1,220 97	35,901 94
Totals	\$111,792 81	\$242,489 14	\$14,224 79	\$368,506 74

Milwaukee, Lake Shore & Western Railroad Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Interest.	Total.
1879.				
July	\$15,756 67	.....	.....	.....
August	18,381 82	.....	.....	.....
September	18,396 02	.....	.....	.....
October	18,507 72	.....	.....	.....
November	19,284 50	.....	.....	.....
December	7,247 05	.....	.....	.....
1880.				
January	16,982 32	.....	.....	.....
February	16,786 71	.....	.....	.....
March	17,795 30	.....	.....	.....
April	21,370 15	.....	.....	.....
May	22,586 36	.....	.....	.....
June	24,953 06	.....	.....	.....
Totals	\$217,847 68	\$1,842 24	\$93,619 66	\$313,309 58

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

EXTRAORDINARY EXPENSES.

Expended in extending northward on Northern Division. ...	\$354,029 40
Expended towards construction, Oshkosh Branch.....	253,152 50
Expended towards construction, Western Division.....	67,220 34
Expended in improvements on old line as follows:	
Additional right of way and depot grounds..	\$10,466 08
New side tracks	6,812 65
New buildings and tanks.....	2,180 09
New fences and crossings	3,778 48
New tools and machinery	6,206 54
Kaukauna improvements.....	6,916 40
	86,360 24
Total for construction and improvements.....	
10 Stock cars.....	710,762 48
152 Box cars	
100 Flat cars...	
9 Locomotives.....	
	208,415 10
Total for construction and equipment.....	
	\$919,177 58

Milwaukee, Lake Shore & Western Railroad Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line, June 30, 1879	\$7,080,456 70
2. Paid for construction during the year	710,762 48
3. Paid for equipment during the year	208,415 10
4. Total expended for construction and equipment during the year ending June 30, 1880	919,177 58
5. Total cost of entire line to date, June 30, 1880 (on — miles)	<u>\$7,999,634 28</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of per sons em- ployed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	3		
Clerks in general offices	10	\$747 99	\$7,479 96
Agents, and clerks at all stations	48	479 17	23,000 40
Master and skilled mechanics	16	622 41	9,958 56
Helpers in shops	46	316 02	14,536 92
Conductors	19	766 98	14,572 80
Engineers	27	853 05	23,032 56
Firemen and wipers	46	476 40	21,914 40
Brakemen	22	480 00	10,560 00
Flagmen, switchtenders, gatekeepers, and watchmen	5	380 00	1,900 00
Section foremen	33	547 27	18,060 00
Section laborers	190	375 00	71,250 00
All other employes	56	375 00	21,000 00

Milwaukee, Lake Shore & Western Railroad Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

Assets.	Dollars.	Cts.	LIABILITIES.	Dollars.	Cts.
Cost of road and equipment.....	\$7,999,634	28	Capital stock.....	\$6,000,000	00
Capital stock, preferred, in trust.....	55,749	84	Funded debt.....	1,492,000	00
Material and fuel on hand.....	129,334	50	Floating debt.....	447,762	32
Real estate.....	5,672	40	Income ..	269,213	32
Cash in Milwaukee.....	7,805	49			
Due from agents and conductors.....	8,053	05			
Due from U. S. Gov't, Am. Exp. Co., etc.....	2,726	08			
	\$8,208,975	64		\$8,208,975	64

Milwaukee, Lake Shore & Western Railroad Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	From.	To.	Miles.
1. Main line.....	Milwaukee.....	Norrie	¹ 189.9
Division or branches..	Hortonville.....	Oshkosh	22.5
	Manitowoc	Two Rivers.....	6.0
Length of Single Track owned.....			218.4
Sidings			13.5
Total miles of track owned, including sidings			231.9
Number of junction stations.....			6
What is the gauge of your lines? Four feet, 8½ inches.			

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger trains.....	98,871
2. Number miles run by freight and mixed trains	238,868
3. Number miles run by wood, gravel and construction trains	75,466
4. Mileage of switching trains.....	65,068
5. Total mileage	478,273

PASSENGER TRAFFIC.

7. Total number of passengers carried, ...	97,490
10. Total number pass'rs carried one mile	3,396,539
11. Rate per pass'r per mile on whole line.....	03.29 cts.
13. Average distance traveled by each passenger.....	34 ⁷ / ₁₁
14. Average amount paid by each passenger.....	\$1 14

¹ 3 6 miles of this, from Milwaukee to Lake Shore Junction, is owned by Chicago & North-Western Railway Co. We use it jointly.

Milwaukee, Lake Shore & Western Railroad Company.

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	28,595	1,660
2. Flour	6,111	515
3. Provisions	8,255	376
4. Salt, cement, water lime and stucco.....	1,950	1,474
5. Manufactures, including agricultural implements, furniture and wagons.....	15,712	169
6. Live stock	4,068	1,020
7. Lumber and forest products.....	48,062	740
8. Iron, lead, and mineral products.....	16,542	249
9. Stone, brick, lime, sand, etc	8,360	700
10. Coal	7,534	1,272
11. Merchandise and other articles	42,198	1,381
12. All other freights not above enumerated		
13. Total freight in tons	187,391	1,556

MILEAGE AND TONNAGE.

15. Number of tons of freight carried one mile.....	12,464,993
16. Number of tons of freight carried (eastward).....	125,823
17. Number of tons of freight carried (westward)	58,652
18. Average rate per ton per mile on all freights carried	01 $\frac{24}{1000}$ cts.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$1,112 33
2. Earnings per mile of road on passengers.....	512 81
3. Earnings per mile of road on mails, express and all other sources	65 25
4. Total earnings, per mile.....	\$1,690 39
5. Net earnings per mile.....	\$691 09
6. Earnings per train mile run, on freight	1 01
9. Total earnings per train mile	\$1 09
10. Net earnings per train mile	53
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 68 to 32.	
12. What is the rate of passenger per mile.....	03 $\frac{12}{100}$ cts.
13. Number of passengers carried one mile	3,396,539
14. Number of miles of operated road upon which above esti- mates are based	218

Milwaukee, Lake Shore & Western Railroad Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$999 30
2. Average operating expenses per train mile.....	46
3. Cost of maintaining track and bridges per mile.....	210 62
4. Cost of repairs of engines per mile run.....	01 ⁷³ / ₁₀₀
5. Cost of engineers and firemen per mile run	04 ⁶⁴ / ₁₀₀
6. Cost of oil and waste per mile run.....	⁸¹ / ₁₀₀
7. Cost of fuel per mile run	05 ¹⁶ / ₁₀₀

EQUIPMENT.

Number of locomotives.....	23
Number of passenger cars.....	5
Number of baggage, mail and express cars.....	2
Number of parlor or sleeping cars.....	2
Number of freight cars (basis of 8 wheels).....	493
Number of other cars.....	7

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Present rate of compensation, \$9,983.04 per annum.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company. They pay us \$150 per month and one and one-half times 1st class freight rates on excess of 1000 lbs. per day.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?
No special companies.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Sleeping cars owned by this company. Double berths 75 cents.
5. Have you acquired any additional chartered rights or privileges under the special laws of this State, directly or indirectly, since your last report?
None, except that we are, pursuant to law, extending our Northern division northward from Eland Junction, and building from Norrie to Wausau.

Milwaukee, Lake Shore & Western Railroad Company.

11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No material advance.
12. Have you made any reduction in such rates, from any stations, since the date of your last report?
No material reduction.
13. Has your company any rule governing your Conductors, Engineers, Trainmen and Switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
The use of intoxicating liquors on or about the premises of the company is strictly forbidden. Any employe appearing on duty intoxicated is forthwith discharged.

DONATIONS AND AID.

1. Amount of city, county, and town aid granted to the company, in exchange for stock, or otherwise?
Town of Fairbanks, 380 acres.
Town of Larrabee, subscription to stock..... \$500 00
City of Oshkosh, subscription to stock..... 75,000 00

ACCIDENTS.

No. of accident.	STATEMENT OF EACH ACCIDENT.	EMPLOYEES.			
		From causes beyond their control.		By own misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.
1	M. Hewitt, brakeman, killed at Milwaukee, Nov. 2d, 1879, fell between cars from top of moving train....	...	...	1	...
2	Wm. Hagenow, brakeman, finger and thumb crushed coupling cars at Hortonville, Nov. 2d, 1879, glove froze to link	...	...	...	1
3	Frank Kricke, brakeman, knee cut coupling cars at Milwaukee, Nov. 12, 1879.....	...	...	...	1
4	B. Bowen, brakeman, right leg broken in three places, left leg broken and cut, fell from train while switching at New London, April 5, 1880	...	...	...	1
5	M. Crowe, fireman, leg injured, jumped from engine as it fell into washout near Cato, April 19, 1880. Engineer remained on engine and uninjured	...	...	...	1
6	J. H. Green, foreman, hand injured coupling cars at Marion, June 18th, 1880	...	...	...	1
	Totals	...	...	1	5

Milwaukee, Lake Shore & Western Railroad Company.

1. Of the above accidents, those numbered as follows were caused by inattention of employes: 1, 2, 3, 4, 6 5
2. Amount paid as damages caused by fire from locomotives.
Nothing.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle.....	31	\$525 50
2. Horses.....	5	320 00
3. Mules.....		
4. Sheep.....	3	5 00
5. Hogs.....	2	8 00
6. Total	41	\$858 50

7. Amount claimed yet unsettled, or in litigation. All claims settled.

STATE OF WISCONSIN — *County of Milwaukee*, ss.

H. G. H. Reed, General Superintendent, and C. F. Rand, Auditor, of the Milwaukee, Lake Shore & Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements, to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,
[SEAL]

H. G. H. REED,
C. F. RAND.

Subscribed and sworn to, before me, a notary public, this 13th day of November, A. D. 1880.

Signed
[NOTARIAL SEAL.]

BURTON HANSON,
Notary Public, Milwaukee Co., Wisconsin.

Fond du Lac, Amboy & Peoria Railway Company.

REPORT

OF THE

FOND DU LAC, AMBOY & PEORIA RAILWAY CO.

For the Year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President and Supt	Alonzo Kinyon	Fond du Lac, Wis.
Ass. Supt. V. Pres. & Sec	Wm. P. Wolf.	Tipton, Iowa.
Treasurer	E. N. Foster	Fond du Lac, Wis.
Auditor	F. W. Frœmke	Fond du Lac, Wis.
Solicitor	Geo. P. Knowles	Fond du Lac, Wis.
Asst. Gen. Freight Agent	B. H. O'Meara	Fond du Lac, Wis.
General Ticket Agent...	Wm. G. Wright	Fond du Lac, Wis.

1. General Offices at Fond du Lac, Wisconsin. .

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A Kinyon	Fond du Lac.	Peter Hæltzel	Fond du Lac.
Wm. P. Wolf.	Tipton, Iowa.	J. A. Barney	Mayville.
S. V. Sand.	Tipton, Iowa.	Alex. McDonald . . .	Fond du Lac.
Geo. P. Knowles	Fond du Lac.	M. D. Moore	Fond du Lac.
E. N. Foster	Fond du Lac.		

EXECUTIVE COMMITTEE.

A. KINYON. GEO. P. KNOWLES. E. N. FOSTER.
 ALEX. McDONALD. WM. P. WOLF.

2. Date of Annual Election of Directors, on the first day of May, each year.
3. Name and address of person to whom correspondence concerning this Report should be directed, F. W. Frœmke, Auditor.

Fond du Lac, Amboy & Peoria Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total Income.....	\$39,690 88
2. Operating expenses.....	19,996 05
3. Excess of income over operating expenses.....	19,694 83
4. Taxes.....	\$72 75
5. Rentals.....	
Rent for general office.....	72 00
Rent for depot grounds.....	16 13
6. Interest accrued during the year:	
On funded debt, on mortgage bonds.....	6,560 01
On other debt.....	83 40
7. Dividends declared.....	None.
Paid for construction, equipment and other property accounts.....	\$18,159 79
8. Sinking funds.....	None.
9. Total of 4, 5, 6, 7 and 8.....	\$24,964 08
10. Balance for the year — June 30, 1880 being the difference between 3 and 9, deficit.....	\$5,269 25

CAPITAL STOCK.

Capital stock authorized by charter.....	\$700,000 00
How many kinds of stock at date of last report? One.	
Amount of common stock at date of last report.....	125,000 00
How much stock has been issued since date of last report....	None
Total amount of stock now outstanding.....	\$125,000 00

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First Mortgage Bonds.....	New York.....	May 1 1879.	6	\$120,000 00
2. Total bonded indebtedness.....				\$120,000 00
Of which amount are in the hands of our treasurer.....				10,000 00

Fond du Lac, Amboy & Peoria Railway Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt for right of way and other claims	\$700 00
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RECAPITULATION.

1. Total of capital stock	\$125,000 00
2. Total of bonded indebtedness	110,000 00
3. Total of unfunded and floating debt	700 00
4. Total of stock and debt	<u>\$235,700 00</u>
5. Capital stock per mile of road	\$1,166 66
6. Bonded indebtedness, per mile of road	3,666 66
7. Unfunded and floating debt, per mile of road	23 33
8. Total of stock and debt per mile	<u>\$7,856 65</u>
9. Number of miles of road on which stock and debt is apportioned? Thirty miles.	

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist: For unsettled right of way about	<u>\$700 00</u>
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QUICK ASSETS.

1. Specify particularly: First Mortgage Bonds unsold in the hands of the treasurer	<u>\$10,000 00</u>
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ANALYSIS OF EARNINGS.

1. Earnings from local passengers	\$6,416 07
2. Earnings from through passengers	1,900 93
3. Earnings from express and baggage	725 40
4. Earnings from mails	1,153 69
6. Total earnings, passenger department	<u>\$10,196 09</u>
7. Earnings from passenger trains per train mile run (36,960 miles) 27 $\frac{8}{10}$ ¢	
8. Earnings from local freight	\$5,350 84
9. Earnings from through freight	24,143 95
10. Total earnings, freight department	<u>\$29,494 79</u>
12. Earnings from freight trains per train mile run (41,640 miles) 70 $\frac{9}{10}$ ¢	
13. Total transportation earnings	<u>\$39,690 88</u>

Fond du Lac, Amboy & Peoria Railway Company.

14. Earnings per mile of road operated (30 miles)	\$1,323.03
15. Earnings per train mile run, from all trains earning revenue (41,640 miles)	95 $\frac{32}{100}$ c.
16. Proportion of earnings for Wisconsin. All.	
Total income from all sources	<u>\$39,690 88</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$4,813 80
2. Legal expenses	795 01
3. Insurance	91 04
4. Stationery and printing	363 60
5. Contingencies and miscellaneous	604 88
6. Repairs of bridges (including culverts and cattle guards).	50 90
7. Repairs of buildings	53 57
8. Repairs of tools and machinery	137 63
9. Repairs of fences, road-crossings, and signs included in repair track	
10. Repairs of road-bed and track	2,225 00
11. Repairs of locomotives	766 27
12. Fuel for locomotives	2,701 54
13. Oil and waste	301 09
14. Locomotive service, salaries and wages	1,979 43
15. Repairs of passenger cars and freight cars	849 87
16. Mixed train service, salaries and wages	1,683 38
17. Mixed train supplies	145 16
18. Mileage passenger cars, debit balances. None.	
19. Repairs of freight cars (See 15)	
20. Freight train service, salaries and wages. (See 16)	
21. Freight train supplies. (See 17)	
22. Mileage freight cars, debit balances. None.	
23. Loss and damage, freight and baggage	47 91
24. Loss and damage, property and cattle	78 50
25. Personal injuries. None.	
26. Agents and station service, salaries and wages	2,067 52
27. Station supplies	240 00
28. Total operating expenses, being 50.37 per cent. of earnings	<u>\$19,996 05</u>
29. } Taxes	72 75
} Rent for general office and depot grounds	88 13
30. Total operating expenses and taxes, being 50.78 per cent. of earnings	<u><u> </u></u>

*Fond du Lac, Amboy & Peoria Railway Company.*MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July	\$1,167 53	\$1,858 06	\$127 32	\$3,152 91
August	617 93	1,446 49	151 78	2,216 25
September	601 95	3,820 43	158 72	4,581 10
October	633 00	3,807 54	157 91	4,598 45
November	625 38	2,673 54	165 66	3,464 58
December	650 95	1,963 76	166 17	2,780 88
1880.				
January	535 95	1,635 97	160 20	2,332 12
February	496 70	1,907 88	161 48	2,566 06
March	706 65	2,176 98	138 34	3,021 97
April	610 20	2,141 48	192 44	2,944 12
May	552 30	2,643 45	144 19	3,339 94
June	1,118 41	3,419 21	154 88	4,692 50
Totals	\$8,317 00	\$29,494 79	\$1,870 09	\$39,690 88

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Interest.	Divid'nds.	Total.
1879.						
July.	\$1,282 23	.....	Rent for general office and depot grounds for the year.	.....	No dividends paid. Paid for construction and other property accounts.	.....
August.	1,336 62	.....		.....		
September.	1,330 15	.....		.....		
October.	1,531 12	.....		.....		
November.	1,708 97	.....		.....		
December.	1,657 31	.....		.....		
1880.						
January.	1,633 98	\$72 75				.....
February.	1,581 72					.....
March.	1,743 29					.....
April.	2,048 45					.....
May.	2,018 16					.....
June.	2,123 65					.....
Totals.	\$19,996 05	\$72 75	\$88 13	\$6643 41	\$18,159 79	\$44,960 13

Fond du Lac, Amboy & Peoria Railway Company.

1. Grading and masonry	\$4,980 21
2. Bridging	1,642 46
3. Superstructure, including rails.....	2,191 21
4. Land, land damages and fences.....	6,995 86
5. Passenger and freight stations, wood sheds and water stations	548 37
6. Engine houses, car sheds and turn-tables.....	156 05
7. Machine shops	
8. Engineering, agencies, salaries, and other expenses during construction	150 00
10. Total for construction	
11. Locomotives [Number, 1]	\$15,764 16
12. Parlor and sleeping cars [Number]	
13. Passenger, mail and baggage cars [Number,]	
14. Flat cars, changed to excursion cars [Number,]	318 23
15. Narrow gauge trucks for transferring broad gauge cars.....	2,077 40
16. Total for equipment.....	\$2,395 63
17. Total expenditures charged to property accounts	\$18,159 79
18. Net addition to property account for the year.....	

This is our first year.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line June 30, 1879.....	\$225,700 00
2. Paid for construction during the year	15,764 16
3. Paid for equipment during the year.....	2,395 63
4. Total expended for construction and equipment during the year ending June 30, 1880.....	18,159 79
5. Total cost of entire line to date, June 30, 1880 (on 30 miles).	\$243,859 79
6. Cost of road per mile.....	\$8,128 64

Fond du Lac, Amboy & Peoria Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	1	.....	\$2,283 30
Clerks in general offices	3	\$787 66	2,362 98
Agents, and clerks at all stations	5	325 00	1,625 00
Master, and skilled mechanics	3	474 00	1,422 00
Helpers in shops .....	.....	.....	.....
Conductors	2	640 00	1,280 00
Engineers	2	660 00	1,320 00
Firemen and wipers	2	440 00	880 00
Brakemen	2	353 33	706 66
Flagmen, switchtenders, gatekeepers, and watchmen .....	.....	.....	.....
Section foremen	2	510 00	1,020 00
Section laborers	10	313 00	3,130 00
All other employees	2	420 00	840 00
	34	.....	\$16,869 94

Fond du Lac, Amboy & Peoria Railroad Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

ASSETS.		Dollars.	Cts.
Construction and equipment account t.....		\$243,859	79
U. S. sold bonds.....		10,000	00
Interest account.....		6,648	41
Rent and taxes.....		160	88
Cash in treasury.....		90	54
Due from agents and U. S. mail department.....		413	25
Material on hand.....		74	40
Sundry debtors.....		749	44
		\$261,991	71

DEBITS.		Dollars.	Cts.
Capital stock.....		\$125,000	00
Mortgage bonds.....		110,000	00
Unfunded debt for right of way.....		700,	00
Bills payable.....		2,800	00
Due C. M. & St. P. Ry. Co.....		8,266	70
Income account.....		19,694	83
Sundry debtors.....		530	18
		\$261,991	71

Fond du Lac, Amboy & Peoria Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	From.	To.	Total miles.
1. Main line.....	Fond du Lac	Iron Ridge Junction	30
2. Sidings.....	.....	.....	1½
Total miles of track owned, including sidings .....	.....	.....	31½

What is the gauge of your lines?

Three feet.

Road built during year?

Main line extended in the city of Fond du Lac one mile.

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.

1. Number miles run by irregular freight trains.....	4,680
2. Number miles run by freight and mixed trains	36,960
3. Number miles run by wood, gravel and construction trains	450
4. Mileage of switching trains	300
5. Total mileage	42,390

PASSENGER TRAFFIC.

7. Total number of passengers carried	14,314
8. Number of passengers carried one mile (south)	143,381
9. Number of passengers carried one mile (north).....	142,912
10. Total number passengers carried one mile	286,293
11. Rate per passenger per mile on whole line.....	02 ³⁰ / ₁₀₀
13. Average distance traveled by each passenger.....	20 miles.

Fond du Lac, Amboy & Peoria Railway Company.

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Lbs.
1. Grain	We are unable to give a correct statement of commodities as we did not keep such accounts from the beginning of the year.	.....
2. Flour .....		.....
3. Provisions .....		.....
4. Salt, cement, water lime, stucco .....		.....
5. Manufactures, including agricultural implements, furniture and wagons .....		.....
6. Live stock .....		.....
7. Lumber and forest products .....		.....
8. Iron, lead and mineral products .....		.....
9. Stone, brick, lime, sand, etc. ....		.....
10. Coal .....		.....
11. Merchandise and other articles .....		.....
12. All other freights not above enumerated .....		.....
13. Total freight in tons	28,511	1,844

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile	457,052
16. Number of tons of freight carried (north)	13,800
17. Number of tons of freight carried (south)	14,711
18. Average rate per ton per mile on all freights carried	06 $\frac{23}{100}$ c

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$983 16
2. Earnings per mile of road on passengers	277 23
3. Earnings per mile of road on mails, express, and all other sources	62 64
4. Total earnings per mile	\$1,323 03
5. Net earnings per mile	\$654 07
6. Earnings per train mile run, on freight	70.90
7. Earnings per train mile run, on passengers	22.52
8. Earnings per train mile run, on mails, express, and all other sources	05.08
9. Total earnings per train mile	98.50
10. Net earnings per train mile	47.12
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 10 to 29. In Wisconsin as 10 to 29.	
12. What is the rate of passenger per mile?	02.90
13. Number of passengers carried one mile	286,293
14. Number of miles of operated road upon which above estimates are based, 36 miles	

Fond du Lac, Amboy & Peoria Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$666 53.30
2. Average operating expenses per train mile	48.07
3. Cost of maintaining track and bridges per mile	75 86.83
4. Cost of repairing engines per mile run	01.84
5. Cost of engineers and firemen per mile run	04.66
6. Cost of oil and waste per mile run	.71
7. Cost of fuel per mile run	06.37

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 30 miles.....		\$39,690 88
Deduct operating expenses and taxes.....		20,068 80
Leaving net earnings.....		\$19,622 08
Amount of rent paid for general office and depot ground.....	\$38 13	
Amount of interest paid.....	6,648 41	
Totals of rentals and interest		6,731 54
Balance		\$12,890 54
No dividends paid.		
Paid for construction and other property accounts.....		18,159 79
Leaving deficit.....		\$5,269 25

EQUIPMENT.

	Owued.	Total.
Number of locomotives	2	2
Number of passenger cars	1	1
Number of baggage, mail and express cars	1	1
Number of parlor or sleeping cars	None.	.....
Number of freight cars (basis of 8 wheels).....	30	30
Number of other cars (hand cars)	8	8

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
 Our compensation is \$104.48 per month, or \$1,253.76 per year, to be paid quarterly. We carry closed pouch mail, and have no route agent.

Fond du Lac, Amboy & Peoria Railway Company.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
 American Express Company. We take their freights at our depot.

TRANSPORTATION COMPANIES.

2. What transportation companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

5. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

We have a joint agent with the Chicago, Milwaukee & St. Paul Railway Company, at Iron Ridge Junction.

6. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

We are in joint freight and passenger account with the Chicago, Milwaukee & St. Paul Railway Company. No changes have been made since the date of our last report.

7. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?

No.

8. Have you made any reduction in such rates, from any stations, since the date of last report?

See tariffs attached in the other report. The reductions of rates at some of our local stations have, however, not reduced to any extent the average rate per ton per mile on all freight carried. The reason is: At Fond du Lac station, where the rates have not been reduced, the business has increased considerably, and at those stations where the rates were reduced, we don't do much business, and the business there has not increased.

ACCIDENTS.

No person killed or injured.

FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES
PAID THEREFOR.

	Number killed.	Amount Paid.
1. Cattle	4	\$76 00
4. Sheep.....	1	2 50
6. Total	5	\$78 50

7. Amount claimed yet unsettled, or in litigation. Nothing.

Fond du Lac, Amboy & Peoria Railway Company.

REMARKS.

By comparing the gross earnings and operating expenses for the months of July, August and September with the corresponding months in our last year's report, it will be found that they are larger than they were last year. The reason is as follows: After last year's report was closed, the salary of the solicitor was fixed and other legal expenses occurred, which had to be charged to operating account, amounting to \$66.25 per month.

The gross earnings are larger on account of the mail earnings added to them. We commenced carrying the mail on our road on the 16th of July, 1879, but we did not know then what our compensation would be, so we could not add them to the earnings, which was done this year, hence the difference.

STATE OF WISCONSIN — *County of Fond du Lac* — ss.

Alonzo Kinyon, President and Superintendent, and F. W. Frœmke, Auditor, of the Fond du Lac, Amboy & Peoria Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper Officers and Agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

[SEAL.]

A. KINYON,
President and Superintendent.
F. W. FRœMKE,
Auditor.

Subscribed and sworn to, before me, a Notary Public, this 27th day of September, A. D. 1880.

[SEAL.]

G. A. KNAPP,
Notary Public, Wis.

Prairie du Chien & McGregor Railway Company.

REPORT

OF THE

PRAIRIE DU CHIEN & M'GREGOR RAILWAY CO.,

For the year ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	John Lawler.....	Prairie du Chien.
Secretary and Treasurer.	J. D. Lawler	Prairie du Chien.

1. General Offices at Prairie du Chien, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
John Lawler	Prairie du Chien.	Jas. Lawler.....	Prairie du Chien.
John D. Lawler...	Prairie du Chien.	S. E. Farnham...	Prairie du Chien.
Thos. C. Lawler ..	Prairie du Chien.		

2. Date of Annual Election of Directors, November 9.

3. Name and address of person to whom correspondence concerning this Report should be directed.
J. D. Lawler.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

1. Total income	\$53,655 50
2. Operating expenses.....	24,827 99
3. Excess of income over operating expenses.....	29,827 51
8. Taxes.....	1,018 41

Prairie du Chien & McGregor Railway Company.

CAPITAL STOCK.

Capital stock authorized by charter.....	\$100,000 00
Proportionate amount of same for Wisconsin.....	87,500 00

No unfunded and floating debt.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$7,200 00
2. Total operating expenses being about 45 per cent of earnings.	
3. Taxes in Wisconsin	\$949 76
4. Taxes in other states.....	68 65
5. Total operating expenses and taxes, being about 47 per cent. of earnings.	

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1880.

1879.	
July.....	\$4,160 50
August.....	3,961 00
September.....	4,156 50
October.....	6,495 00
November.....	5,856 00
December.....	6,282 00
1880.	
January.....	4,342 50
February.....	3,776 50
March.....	3,772 50
April.....	4,828 00
May.....	4,146 00
June.....	1,879 00
Totals.....	\$53,655 50
Proportion for Wisconsin	\$46,948 56

EXPENSES.

Operating expenses	\$24,327 99
Taxes	1,018 41
Total	\$25,346 40

Prairie du Chien & McGregor Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. persons employed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters	1	\$1,200
Clerks in general offices.....	1	1,200
Agents, and clerks at all stations.....		
Master, and skilled mechanics.....	1	780
Helpers in shop.....		
Conductors	1	1,200
Engineers	3	780
Firemen and wipers.....		
Brakemen	4	600
Flagmen, switchtenders, gatekeepers, and watchmen	4	600
Section foremen, Section laborers, All other employes,)	Employes C. M. & St. P. R. R.	

GENERAL BALANCE SHEET FOR THE YEAR ENDING
JUNE 30, 1880.

Assets.	Dollars. cts.	Liabilities.	Dollars. cts.
Cost of bridge	100,000 00	Capital stock.....	100,000 00

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

NAME OF DIVISION OR BRANCH.	From.	To.	STATE.		Total miles.
			Wisconsin Miles.	Iowa. Miles.	
Main line.....	Prairie du Chien	McGregor, Iowa	1¾	¼	2.00

Prairie du Chien & McGregor Railway Company.

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on 2 miles.	\$53,655 50
Deduct operating expenses and taxes.....	25,346 40
Leaving net earnings.....	<u>\$28,309 10</u>
Balance	<u><u>\$28,309 10</u></u>

STATE OF WISCONSIN, }
County of Crawford. } ss.

I, J. D. Lawler, Secretary and Treasurer of the Prairie du Chien and McGregor Railway Company, being duly sworn, depose and say, that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of my knowledge and belief.

Signed,
[SEAL.]

J. D. LAWLER,
Secretary and Treasurer.

Subscribed and sworn to before me, Thomas C. Lawler, this 4th day of October, A. D. 1880.

[SEAL.]

THOS. C. LAWLER,
Notary Public.

Sheboygan & Fond du Lac Railroad Company.

REPORT

OF THE

SHEBOYGAN & FOND DU LAC RAILROAD CO.

For the 10 months ending April 30, 1880.

GENERAL EXHIBIT FOR THE TEN MONTHS ENDING APRIL 30,
1880.

1. Total income.....	\$71,256 96
2. Operating expenses	83,448 98
3. Excess of income over operating expenses... Deficit.	12,192 02
4. Taxes... ..	392 00
5. Rentals.....	Nothing.
10. Balance for 10 months, April 30, 1880	Deficit. 11,800 02

ANALYSIS OF EARNINGS.

1. Earnings from passengers.....	\$25,259 52
2. Earnings from express and baggage.....	370 26
4. Earnings from mails	3,087 74
6. Total earnings, passenger department.....	\$28,716 52
7. Earnings from passengers trains per mile run (36,862 miles)	\$0.77.90
11. Total earnings, freight department.....	\$40,304 92
12. Earnings from freight trains per train mile run (37,813 miles), \$1.06.59.	
13. Total transportation earnings	\$69,021 44
14. Earnings per mile of road operated (78.40 miles),.....	\$880 38
15. Earnings per train mile run from all trains earning revenue (74.675 miles)	92 43
18. Income from all other sources (specifying same) miscellaneous earnings... ..	2,234 53
19. Total income from all sources	\$71,256 96

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$1,806 43
3. Insurance.. ..	782 50
4. Stationery, and printing.....	907 85
5. Outside agencies and advertising.....	570 46

Sheboygan & Fond du Lac Railroad Company.

6. Contingencies and miscellaneous.....	2,292 50
7. Repairs of bridges (including culverts and cattle guards),	4,110 68
8. Repairs of buildings.....	409 29
9. Repairs of tools and machinery.....	1,224 39
10. Repairs of fences, road crossings and signs.....	212 38
11. Renewal of rails, ties and repairs of road bed and track...	29,803 10
14. Repairs of locomotives.....	4,857 08
15. Fuel for locomotives.....	7,057 52
17. Oil and waste.....	682 07
18. Locomotive service, salaries and wages.....	7,657 80
19. Repairs of passenger cars.....	954 11
20. Train service, salaries and wages.....	3,991 68
21. Train supplies.....	196 43
23. Repairs of freight cars.....	1,515 99
24. Freight train service, salaries and wages, included in No. 20	
25. Freight train supplies, included in No 21.	
28. Loss and damage... ..	174 56
31. Agents and station service, salaries and wages.....	12,528 68
32. Station supplies.....	1,913 49
33. Total operating expenses, being 117.11 per cent of earnings.....	\$83,448 98
34. Taxes.....	392 00
35. Total operating expenses and taxes, being 117.66 per cent. of earnings.....	\$83,840 98

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE TEN MONTHS, ENDING APRIL 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July.....	\$2,713 01	\$3,750 94	\$452 28	\$6,916 23
August.....	2,932 10	2,250 45	437 96	5,620 51
September.....	2,473 20	5,852 74	535 89	8,861 83
October.....	2,243 66	7,622 53	649 66	10,515 85
November.....	2,113 10	4,343 90	588 42	7,045 42
December.....	2,460 80	4,917 78	641 62	8,020 20
1880.				
January.....	2,416 31	1,618 40	512 77	4,547 49
February.....	2,034 71	2,886 78	517 61	5,439 10
March.....	3,178 13	4,186 31	688 16	8,052 60
April.....	2,694 50	2,875 08	663 15	6,237 73
Totals.....	\$25,259 52	\$40,804 92	\$5,692 52	\$71,256 96

Sheboygan & Fond du Lac Railroad Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes	Total.
1879.			
July	\$5,964 18	.....	\$5,964 18
August.....	13,435 01	.....	13,435 01
September.....	8,924 68	.....	8,924 68
October	7,713 00	.....	7,713 00
November	10,880 86	.....	10,880 86
December	6,457 36	.....	6,457 36
1880.			
January.....	8,383 51	\$392 00	8,775 51
February.....	6,122 38	.....	6,122 38
March	8,950 33	.....	8,950 33
April	7,127 67	.....	7,127 67
Totals.....	\$83,418 98	\$392 00	\$83,840 98

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE

1. Number miles run by passenger trains.....	36,862
2. Number miles run by freight and mixed trains	37,813
3. Number miles run by wood, gravel and construction trains	16,663
4. Mileage of switching trains.....	3,789
5. Total mileage.....	95,127
6. Proportion for Wisconsin. (Give per centage and miles) .	100 p. c.
13. Total freight in tons.....	33,070

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile.....	928,400
16. Number of tons of freight carried	33,070
18. Average rate per ton per mile on all freights carried.....	\$4 34

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$514 09
2. Earnings per mile of road on passengers	322 19
3. Earnings per mile of road on mails, express and all other sources.....	72 61
4. Total earnings, per mile.....	\$908 89

Sheboygan & Fond du Lac Railroad Company.

5. Net earnings per mile (deficit).....	.....
6. Earnings per train mile run, on freight.....	106.59
7. Earnings per train mile run, on passengers.....	68.52
8. Earnings per train mile run, on mails, express and all other sources.....	07.62
9. Total earnings, per train mile.....	95.42
10. Net earnings per train mile (deficit).....	.....
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line as 1 to 1.596	
12. What is the rate of passenger per mile	03.56
13. Number of passengers carried one mile .....	.....
14. Number of miles of operated road upon which above estimates are based.....	78.40

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road. ...	\$1,069 40
2. Average operating expenses and taxes per train mile.....	1 12.3
3. Cost of maintaining track and bridges per mile.....	45.4
4. Cost of repairs of engines per mile run.....	06.5
5. Cost of engineers and firemen per mile run	10.3
6. Cost of oil and waste per mile run.....	00.9
7. Cost of fuel per mile run	09.5

Sheboygan & Western Railway Company.

REPORT

OF THE

SHEBOYGAN & WESTERN RAILWAY COMPANY,

For the Two Months Ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Albert Keep.....	Chicago, Ill.
Vice-President.....	M. L. Sykes.....	New York.
Treasurer	M. M. Kirkman.....	Chicago, Ill.
Secretary	J. B. Redfield	Chicago, Ill.

1. General Offices at Chicago, Ill.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Albert Keep.....	Chicago, Ill.	Joseph B. Redfield	Chicago, Ill.
Martin L. Sykes..	New York.	M. M. Kirkman..	Chicago, Ill.
Marvin Hughitt..	Chicago, Ill.	Burton C. Cook..	Chicago, Ill.

EXECUTIVE COMMITTEE.

Albert Keep.

M. Hughitt.

J. B. Redfield.

2. Date of annual election of directors, first Thursday in June.

3. Name and address of person to whom correspondence concerning this report should be directed, B. C. Cook, Gen'l Sol., Chicago, Ill.

Sheboygan & Western Railway Company.

GENERAL EXHIBIT FOR TWO MONTHS, ENDING JUNE 30, 1880.

1. Total income.....	\$11,204 51
2. Operating expenses.....	15,750 36
3. Excess of income over operating expenses, deficit.....	\$4,545 85
4. Taxes.....	.....
5. Rentals .....	.....
Assumed by C. & N. W. R'y Co	2,163 94
10. Balance for the two months—June 30, 1880, deficit....	<u>\$2,381 91</u>

CAPITAL STOCK.

Total amount of stock now outstanding \$1,500 000 00

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First mortgage bond,	New York, Oct. 1, 1929.	May 1, 1880	6	\$300,000 00

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt. Nothing.

RECAPITULATION.

1. Total of capital stock	\$1,500,000 00
2. Total of bonded indebtedness.....	800,000 00
3. Total of unfunded and floating debt .....	.....
4. Total of stock and debt.....	<u>\$2,300 000 00</u>
5. Capital stock per mile of road.....	\$19,132 65
6. Bonded indebtedness per mile of road.....	10,204 08
7. Unfunded and floating debt per mile of road .....	.....
8. Total of stock and debt, per mile.....	<u>\$29,336 73</u>
9. Number of miles of road on which stock and debt is apportioned.....	<u>78.40</u>

Sheboygan & Western Railway Company.

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist. None.

QUICK ASSETS.

1. Specify particularly:	
Due from Chicago & Northwestern Railway Co	\$797,004 78
Total.....	<u>\$797,004 78</u>

ANALYSIS OF EARNINGS.

1. Earnings from passengers	\$5,067 58
3. Earnings from express and baggage.....	57 96
4. Earnings from mails	617 59
Total earnings, passenger department.....	<u>\$5,743 13</u>
7. Earnings from passenger trains per train mile run (8,012 miles), \$0 71 $\frac{68}{100}$	
11. Total earnings freight department.....	<u>\$5,339 25</u>
12. Earnings from freight trains per train mile run (8,012 miles), \$0 66 $\frac{60}{100}$	
13. Total transportation earnings.....	\$11,082 38
14. Earnings per mile of road operated (13.07, average, miles), \$847.93.....	
15. Earnings per train mile run, from all trains earning revenue (16,024 miles), \$0.69 $\frac{10}{100}$	
18. Income from all other sources:	
Miscellaneous earnings.....	122 13
19. Total income from all sources.....	<u>\$11,204 51</u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$316 66
2. Stationery and printing.....	81 90
3. Outs de agencies and advertising.....	139 40
4. Contingencies and miscellaneous	184 28
5. Repairs of bridges (including culverts and cattle guards..	425 46
6. Repairs of buildings	838 92
7. Repairs of tools and machinery	200 52
8. Repairs of fences, road-closings and signs.....	17 50
9. Renewal of rails	2,769 98
Number tons laid —	
Steel, 48-2030.....	
Iron, 62-1020.....	
10. Renewal of ties	2,193 43
Number laid 9,592.....	
10. Repairs of road-bed and track	1,263 27
12. Repairs of locomotives	763 32

Sheboygan & Western Railway Company.

13. Fuel for locomotives	1,418	06
14. Oil and waste.....	184	00
15. Locomotive services, salaries and wages.....	1,562	68
16. Repairs of passenger cars.....	211	09
17. Train service, salaries and wages.....	762	00
18. Train supplies.....	19	53
19. Repairs of freight cars	140	20
20. Freight train services, salaries and wages, included in No. 17.		
21. Freight train supplies, included in No. 18.		
22. Mileage freight cars, debit balances	43	30
23. Personal injuries.....	50	00
24. Agents and station service, salaries and wages	2,157	47
25. Station supplies.....	55	49
26. Total operating expenses, being 140 ⁵⁷ / ₁₀₀ per cent. of earnings.....	\$15,750	36
27. Total operating expenses and taxes, being 140 ⁵⁷ / ₁₀₀ per cent. of earnings.....	\$15,750	36

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE TWO MONTHS ENDING JUNE 30, 1890.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1880.				
May	2,187 80	2,580 60	446 80	5,215 20
June.....	2,879 78	2,758 65	350 88	5,989 31
Totals	5,067 58	5,339 25	797 68	11,204 51
Pro. for Wisconsin...	5,067 58	5,339 25	797 68	11,204 51

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Total.
1880.		
May.....	7,879 14	7,879 14
June	8,371 22	8,371 22
Totals	15,750 36	15,750 36

*Sheboygan & Western Railway Company.***PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.**

3. Superstructure, including rails.....	\$28 25
4. Land, land damages and fences.....	571 21
8. Engineering, agencies, salaries and other expenses during construction.....	13 85
9. Purchase of other roads: She. & Fond du Lac R. R.....	1,500,000 00
10. Total for construction.....	<u>\$1,500,613 31</u>
11. Locomotives. Nothing.	
12. Parlor and sleeping cars. Nothing.	
13. Passenger, mail and baggage cars. Nothing.	
14. Freight and other cars. Nothing.	
19. Net addition to property account for the year.....	<u>\$1,500,613 31</u>

COST OF ROAD.**CONSTRUCTION AND EQUIPMENT.**

1. Total expended for construction and equipment during the year ending June 30, 1880	<u>\$1,500,613 31</u>
2. Total cost of entire line to date, June 30, 1880 (on 78.40 miles)	<u>\$1,500,613 31</u>
3. Cost of road per mile.....	<u>19,140 48</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters.....	1	\$780 00	\$120 00
Clerks in general offices.....	23	485 00	1,780 00
Agents, and clerks at all stations.....			
Master and skilled mechanics.....	15	516 00	790 00
Helpers in shops.....			
Conductors.....	3	720 00	360 00
Engineers.....	5	885 00	737 50
Firemen and wipers.....	4	506 00	337 33
Brakemen.....	5	480 00	400 00
Flagmen, switchtenders, gatekeepers, and watchmen.....	2	450 00	150 00
Section foremen.....	12	540 00	1,080 00
Section laborers.....	39	336 00	2,184 00
All other employes.....	43	435 98	3,124 50

*Sheboygan & Western Railway Company.*GENERAL BALANCE SHEET FOR THE YEAR ENDING
JUNE 30, 1880.

Assets.	Dollars. Cts.	Liabilities.	Dollars.
Cost of road and equipment	1,500,613 31	Capital stock	1,500,000
C. & N. W. Ry Co.	797,004 78	First mortgage bonds	800,000
Income account (loss in operating)	2,381 91		
	\$2,300,000 00		\$2,300,000 00

CHARACTERISTICS OF ROAD.

(ROADS OWNED)

NAME OF DIVISION OR BRANCH.	FROM.	TO.	Total Miles.
1. Main line	Sheboygan	Princeton	78.40
2. Sidings			6.00
Total miles of track owned and sidings			84.40

- Number of junction stations. 3.
 3. What is the gauge of your line?
 Four feet, eight and one-half inches.

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.

1. Number miles run by passenger trains	8,012
2. Number of miles run by freight and mixed trains	8,012
3. Number of miles run by wood, gravel and construction trains	460
4. Mileage of switching trains	
5. Total mileage	16,484
5. Proportion for Wisconsin	All.

PASSENGER TRAFFIC.

7. Total number of passengers carried	33,716
10. Total number passengers carried one mile	624,702
11. Rate per passenger per mile	3.56
13. Average distance traveled by each passenger	18.53

Sheboygan & Western Railway Company.

TONNAGE OF FREIGHTS CARRIED.

	Tons.
1. Grain.....	2,364
2. Flour.....	243
3. Provisions.....	67
4. Salt, cement, water lime, stucco, stone, brick, lime and sand..	1,099
5. Manufactures, including agricultural implements, furniture and wagons.....	51
6. Live stock.....	292
7. Lumber and forest products.....	1,219
8. Iron, lead, and mineral products.....	9
9. See above note 4.....	.....
10. Coal.....	42
11. Merchandise and other articles.....	1,824
12. All other freights not above enumerated.....	
13. Total freight in tons.....	7,210

MILEAGE AND TONNAGE.

15. Number of tons of freight carried one mile.....	158, 163
16. Number of tons of freight carried.....	7,210
18. Average rate per ton per mile on all freights carried....	03.37 cts.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight.....	\$408 51
2. Earnings per mile of road on passengers.....	387 73
3. Earnings per mile of road on mails, express and all other sources.....	61 03
4. Total earnings, per mile.....	\$857 27
5. Net earnings per mile.....	Deficit.
6. Earnings per train mile run, on freight.....	66 63
7. Earnings per train mile run, on passengers.....	63 25
8. Earnings per train mile run, on mails, express and all other sources.....	9 95
9. Total earnings per train mile.....	\$69 92
10. Net earnings per train mile.....	Deficit.
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 1 to 1.053.	
12. What is the rate of passenger per mile.....	03.56 cts.
13. Number of passengers carried one mile.....	627,702
14. Number of miles of operated road upon which above estimates are based, operated two months.....	73.40

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$1,205.08
2. Average operating expenses per train mile.....	.98.29
3. Cost of maintaining track and bridges per train mile.....	.41.51
4. Cost of repairs of engines per mile run.....	.04.63
5. Cost of engineers and firemen per mile run.....	.09.48
6. Cost of oil and waste per mile run.....	.82
7. Cost of fuel per mile run.....	.08.61

Sheboygan & Western Railway Company.

EQUIPMENT.

	Owned.	Total
Number of locomotives	5	
Number of passenger cars	3	
Number of baggage, mail and express cars	2	
Number of parlor or sleeping cars		
Number of freight cars (basis of 8 wheels)	146	14
Number of other cars		

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what term of service?
Not fixed.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
Americau Express Co. 56c per 100 lbs. The Express Co. has no care of machinery or repairs of cars, etc. It does a miscellaneous business restricted to lighter articles properly belonging to express business. The Express Co. delivers its freight into this company's cars.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
The cars of all Transportation Companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such Transportation Companies (excepting consignments of less than a car load). The freight has no perference over other freight of like class.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No.

Sheboygan & Western Railway Company.

12. Have you made any reduction in such rates, from any stations, since the date of your last report?

We have in some cases.

SHEBOYGAN AND WESTERN RAILWAY.

Report to Railroad Commissioner of the State of Wisconsin for the year ending June 30, 1880.

PLACE.	GRAIN IN CAR LOADS, PER 100 POUNDS.				FLOUR IN BARRELS, IN CAR LOADS, PER BARREL.			
	Present rates.	Rates last year.	Increase.	Decrease.	Present rates.	Rates last year.	Increase.	Decrease.
Ste Marie	13c	14c.	.....	01c.	26c.	28c.	.....	02c.
Princeton	18c.	14c.	.....	01c.	26c.	28c.	.....	02c.

During the year referred to, the following articles of freight, when in quantities of not less than 20,000 pounds shipped for one consignee from or to Milwaukee on one day, has been carried at twenty per cent. less than 4th class rates, viz.:

Beans; glass, common window, 32x44 and under; grass seed; grindstones; horse and mule shoes; iron or steel, bar, band or boiler; iron pipe (wrought); iron roofing; lead, pig; *nails and spikes; sleigh shoes; iron; stoves;egar; wire binders for harvesters; wire, fence, barb and telegraph.

Articles marked thus (*) are taken at the reduced rate when shipped in car loads of from 20,000 to 24,000 lbs. of each, or any quantity of each loaded together in a car for one consignee shipped on one day.

The following reductions and additions have been made to the classification:

Grain cradles, knocked down and completely boxed.....	2d class.
Alabastine	4th class.
Butter, in crocks, double.....	1st class.
Butter, in wood.....	2d class.
Butter, 10,000 lbs. or over	3d class.
Butter, car loads of 20,000 lbs. or over.....	4th class.
Butter tubs and firkins.....	1st class.
Butter tubs and firkins, boxed.....	2d class.
Butter tubs and firkins, car loads.....	Class C.

STATE OF ILLINOIS—County of Cook, ss.

Albert Keep, President, and J. B. Redfield, Secretary, of the Sheboygan & Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

[SEAL.]

ALBERT KEEP,
J. B. REDFIELD.

Subscribed and sworn to before me, this twenty-third day September, A. D. 1880.

[SEAL.]

RALPH C. RICHARDS,
Notary Public.

Chicago & Tomah Railroad Company.

REPORT

OF THE

CHICAGO & TOMAH RAILROAD COMPANY,

For the Ten Months ending April 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	D. R. W. Williams	Woodman, Wis.
Vice President	S. J. Foster	Wauzeka, Wis.
Secretary.....	W. F. Tuttle.....	Woodman, Wis.
Treasurer	Adolph Nathan	Lancaster, Wis.
Superintendent	P. Flynn.....	Woodman, Wis.
Chief Engineer.....	W. L. Richards.....	Woodman, Wis.

1. General offices at Woodman, Grant Co., Wisconsin.

NAME OF DIRECTORS.	RESIDENCE.	NAME OF DIRECTORS.	RESIDENCE.
D. R. W. Williams	Woodman, Wis.	Ralph Barker....	Belle Center, Wis.
E. H. Williams ...	Postville, Iowa.	Enoch Enochson..	Avalanche, Wis.
Wm. Larrabee....	Claremont, Iowa.	Adolph Nathan..	Lancaster, Wis.
S. J. Foster.....	Wauzeka, Wis.	James A. Jones..	Lancaster, Wis.
Albert Bliss.....	Readstown, Wis.	C. Shuttleworth..	Fennimore, Wis.
Ralph Smith	Wauzeka, Wis.	J. A. Thomas....	Montfort, Wis.

2. Date of annual election of directors, first Thursday in October.
3. Name and address of person to whom correspondence concerning this report should be directed, D. R. W. Williams, Fennimore, Wis.

Chicago & Tomah Railroad Company.

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE TEN MONTHS ENDING APRIL 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July.....	\$417 08	\$981 25	\$145 87	\$1,544 20
August.....	381 98	1,190 60	142 39	1,714 97
September.....	461 50	2,160 64	151 98	2,774 12
October.....	324 96	3,037 43	143 87	3,506 26
November.....	311 24	2,369 13	142 49	2,822 86
December.....	420 22	2,559 53	171 65	3,151 40
1880.				
January.....	444 25	2,621 98	133 04	3,199 27
February.....	537 15	2,834 74	140 74	3,512 63
March.....	556 20	2,317 58	147 61	3,021 39
April.....	398 84	1,327 20	139 56	1,865 60
May.....				
June.....				
Totals.....	\$4,253 42	\$21,400 08	\$1,459 20	\$27,112 70

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Total.
1879.			
July.....	\$1,168 90		\$1,168 90
August.....	1,290 04		1,290 05
September.....	1,340 77		1,340 77
October.....	1,383 13		1,383 13
November.....	1,665 41		1,665 41
December.....	1,465 64		1,465 64
1880.			
January.....	1,356 41		1,356 41
February.....	1,222 88		1,222 88
March.....	1,261 95		1,261 95
April.....	1,237 66		1,237 66
May.....			
June.....		\$155 00	
Totals.....	\$13,392 79	\$155 00	\$13,547 79

Chicago & Tomah Railroad Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters:		
Clerks in general offices	2	\$500 00
Agents, and clerks at all stations	5	480 00
Master, and skilled mechanics		
Helpers in shops		
Conductors	2	600 00
Engineers	2	780 00
Firemen and wipers	2	468 00
Brakemen		
Flagmen, switchtenders, gatekeepers, and watchmen	1	450 00
Section foremen	3	468 00
Section laborers	9	390 00
All other employes		

STATE OF WISCONSIN — *County of Grant* — ss.

Patrick Flynn, Superintendent of the Chicago & Tomah Railroad Company, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1880, to the best of his knowledge and belief.

Signed,

P. FLYNN.

Subscribed and sworn to, before me, this eighth day of November, A. D. 1880.

W. F. TUTTLE,
Notary Public, Grant County, Wis.

Chicago & Tomah Railroad Company.

REPORT

OF THE

CHICAGO & TOMAH RAILROAD COMPANY,

For the two months ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Albert Keep.....	Chicago, Ill.
Vice President.....	Marvin Hughitt.....	Chicago, Ill.
Treasurer.....	M. M. Kirkham.....	Chicago, Ill.
Secretary.....	J. B. Redfield.....	Chicago, Ill.

1. General Office at Chicago, Ill.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Albert Keep.....	Chicago, Ill.	J. B. Redfield.....	Chicago, Ill.
Marvin Hughitt.....	Chicago, Ill.	Wm. F. Vilas.....	Madison, Wis.
C. C. Wheeler.....	Chicago, Ill.	D. R. W. Williams..	Woodman, Wis.
H. C. Wicker.....	Chicago, Ill.	S. J. Foster.....	Wauzeka, Wis.
M. M. Kirkman.....	Chicago, Ill.	C. Shuttleworth....	Fennimore, Wis.
E. H. Johnson.....	Chicago, Ill.	Ralph Smith.....	Wauzeka, Wis.

EXECUTIVE COMMITTEE.

Albert Keep. Marvin Hughitt. J. B. Redfield.

2. Date of Annual Election of Directors, first Thursday of October.

3. Name and address of person to whom correspondence concerning this Report should be directed. B. C. Cook, Gen. Sol., Chicago.

Chicago & Tomah Railroad Company.

**GENERAL EXHIBIT FOR THE TWO MONTHS ENDING JUNE 30,
1880.**

1. Total income.....	\$4,605 41
2. Operating expenses.....	7,886 35
3. Excess of income over operating expenses—deficit	3,280 94
4. Taxes. Nothing.	
5. Rentals. Nothing.	
6. Interest accrued during the year. None.	
7. Dividends declared. Nothing.	
8. Sinking funds. Nothing.	
10. Balance for the two months—June 30, 1880, being the difference between 3 and 9. Deficit.....	<u>3,280 94</u>

CAPITAL STOCK.

Capital stock authorized by charter (per mile of constructed road)	<u>\$10,000 00</u>
How many kinds of stock at date of last report?	
One.	
Amount of common stock at date of last report.....	\$13,400 00
Amount of preferred stock at date of last report.....	.....
Total capital stock at date of last report... ..	<u>\$13,400 00</u>
Amount of common stock issued since date of last report.....	325,100 00
Amount of preferred stock issued since date of last report....	.....
Total amount of stock now outstanding.....	<u>\$338,500 00</u>

FUNDED DEBT.

1. Total bonded indebtedness....	Nothing.
----------------------------------	----------

RECAPITULATION.

1. Total of capital stock.....	\$338,500 00
2. Total of bonded indebtedness.....	.....
5. Capital stock per mile of road	6,509 62
9. Number of miles of road on which stock and debt is ap- portioned.....	<u>52 00</u>

ANALYSIS OF EARNINGS.

1. Earnings from passengers	\$1,105 35
2. Earnings from express and baggage.....	180 05
3. Earnings from mails	None.
5. Earnings from other sources, passenger department	<u>None.</u>
6. Total earnings, passenger department.....	<u>\$1,285 40</u>
7. Earnings from passenger trains per train mile run (5,860 miles.....	0.22
11. Total earnings, freight department	<u>3,320 01</u>

Chicago & Tomah Railroad Company.

12. Earnings from freight trains per train mile run (5,860) miles	56.66	
13. Total transportation earnings		\$4,605 41
14. Earning per mile of road operated, (8.67 average miles) ..		531 19
15. Earnings per train mile run, from all trains earning revenue (5,860 miles)	0 78.6	
19. Total income from all sources		<u><u>\$4,605 41</u></u>

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$304 38
4. Stationery and printing	211 06
6. Contingencies and miscellaneous	51 52
7. Repairs of bridges (including culverts and cattle guards) ..	134 61
8. Repairs of buildings	28 76
9. Repairs of tools and machinery	20 07
10. Repairs of fences, road-crossings, and signs	170 29
11. Renewal of rails and ties, and repairs of road bed and track	3,608 89
14. Repairs of locomotives	728 97
15. Fuel for locomotives	287 27
17. Oil and waste	19 83
18. Locomotive service, salaries and wages	618 68
19. Repairs of passenger cars	175 46
20. Passenger train service, salaries and wages	334 00
21. Passenger train supplies	1 71
23. Repairs of freight cars	91 55
31. Agents and station service, salaries and wages	887 69
32. Station supplies	211 61
33. Total operating expenses and taxes, being 171.24 per cent. of earnings	<u><u>7,886 35</u></u>

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE TWO MONTHS, ENDING JUNE 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
May	\$469 36	\$1,396 73	\$31 67	\$1,897 76
June	635 99	1,923 28	148 38	2,707 65
Totals	<u>\$1,105 35</u>	<u>\$3,320 01</u>	<u>\$180 05</u>	<u>\$4,605 41</u>

Chicago & Tomah Railroad Company.

MONTHLY EXPENSES.

MONTHS.	Operating Expenses.	Total.
May	\$3,268 98	\$3,268 98
June	4,617 37	4,617 37
Totals	\$7,886 35	\$7,886 35

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries for 2 months.
1. Division, assistant superintendents and roadmasters	1	\$900 00	\$150 00
Clerks in general offices.....			
Agents, and clerks at all stations.....	8	384 00	512 00
Master, and skilled mechanics } No			
Helpers in shops } shops			
Conductors.....	2	600 00	200 00
Engineers.....	2	720 00	240 00
Firemen and wipers.....	4	480 00	320 00
Brakemen.....	3	420 00	210 00
Flagmen, switchtenders, gatekeepers, and watchmen.....			
Section foremen.....	6	480 00	480 00
Section laborers.....	52	360 00	3,120 00
All other employees.....	10	418 00	530 00

Chicago & Tomah Railroad Company.

CHARACTERISTICS OF ROAD.

NAME OF DIVISION OR BRANCH.	From.	To.	Total miles.
Main line.....	Woodman	Conley	40
Divisions or branches...	Lancaster Junction.	Lancaster	12
Length of single track owned			52
Sidings, about.....			2
Total miles of track owned, including sidings			54
Number of junction stations			2
What is the gauge of your line? Three feet.			

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger trains	}	5,860
2. Number miles run by freight and mixed trains		
3. Number miles run by wood, gravel and construction. trains		
4. Mileage of switching trains	}	1,224
5. Total mileage		7,084

PASSENGER TRAFFIC.

7. Total number of passengers carried	1,534
10. Total number passengers carried one mile	32,717
11. Rate per passenger per mile, cents	3.20
13. Average distance traveled by each passenger.....	21.33

TONNAGE OF FREIGHTS CARRIED.

Total freight in tons	2,250
-----------------------------	-------

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile.....	73,891
16. Number of tons of freight carried.....	2,250
18. Average rate per ton per mile on all freights carried, cents	4.49

Chicago & Tomah Railroad Company.

MILEAGE EARNINGS.

1. Earnings per mile of road on freight	\$382 90
2. Earnings per mile of road on passengers	127 40
3. Earnings per mile of road on mails, express, and all other sources	20 70
4. Total earnings per mile	\$531 10
5. Net earnings per mile	Deficit
6. Earnings per train mile run, on freight	56 00
7. Earnings per train mile run, on passengers	18 00
8. Earnings per train mile run, on mails, express, and all other sources	03 00
9. Total earnings per train mile	78 00
10. Net earnings per train mile	Deficit
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: 1 to 3.	
12. What is the rate of passenger per mile?	3.20
13. Number of passengers carried one mile	73,891
14. Number of miles of operated road upon which above estimates are based, average	8.67

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses and taxes per mile of road	\$009 61
2. Average operating expenses per train mile	1 84
3. Cost of maintaining track and bridges per mile	63
4. Cost of repairing engines per mile run	12
5. Cost of engineers and firemen per mile run	10
6. Cost of oil and waste per mile run	00
7. Cost of fuel per mile run	04

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings estimated on — miles	\$4,605
Deduct operating expenses and taxes	7,886
Leaving net earnings, deficit	\$3,280

Chicago & Tomah Railroad Company.

EQUIPMENT.

	Owued.	Total.
Nu mb er of locomotives	3	3
Nu mb er of passenger cars	1	1
Nu mb er of baggage, mail and express cars	1	1
Nu mb er of parlor or sleeping cars		
Nu mb er of freight cars (basis of 8 wheels.	74	74
Nu mb er of other cars (hand cars)		

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Not fixed.

Galena & Wisconsin Railroad Company.

REPORT

OF THE

GALENA & WISCONSIN RAILROAD COMPANY,

For the ten months ending April 30, 1880.

GENERAL EXHIBIT FOR THE TEN MONTHS ENDING APRIL
30, 1880.

1. Total Income.....	\$16,621 30
2. Operating expenses.....	12,860 61
3. Excess of income over operating expenses.....	<u>3,760 69</u>
10. Balance for the ten months — April 30, 1880	<u><u>\$3,760 69</u></u>

ANALYSIS OF EARNINGS.

1. Earnings from passengers	\$5,096 06
3. Earnings from express and baggage	188 80
4. Earnings from mails.....	1,200 00
5. Earnings from other sources, passenger department.....	.....
6. Total earnings, passenger department.....	<u><u>\$6,484 86</u></u>
11. Total earnings, freight department.....	<u><u>\$10,136 44</u></u>
13. Total transportation earnings	<u><u>\$16,621 30</u></u>
14. Earnings per mile of road operated (33.33 average miles)	<u>\$498 69</u>
19. Total income from all sources	<u><u>\$16,621 30</u></u>
20. Proportion of income for Wisconsin	<u><u>\$12,465 98</u></u>

Galena & Wisconsin Railroad Company.

ANALYSIS OF EXPENSES.

4. Stationery and printing.....	\$157 85
5. Outside agencies and advertising.....	46 50
5. Contingencies and miscellaneous.....	1,641 91
11. Renewal of rails and ties.....	3,765 46
14. Repairs of locomotives.....	1,246 80
15. Fuel for locomotives.....	1,686 48
16. Water supply.....	23 80
17. Oil and waste.....	257 56
18. Locomotive service, salaries and wages.....	1,005 00
20. Passenger train service, salaries and wages.....	648 25
28. Loss and damage, freight and baggage.....	103 50
29. Loss and damage, property and cattle.....	
31. Agents and station service, salaries and wages.....	1,937 00
32. Station supplies.....	340 50
33. Total operating expenses, being 77.37 per cent. of earnings.....	\$12,860 61
34. { Taxes in Wisconsin..... } Nothing	
{ Taxes in other states..... }	
35. Total operating expenses and taxes, being 77.37 per cent. of earnings.....	\$12,860 61
36. Proportionate amount for Wisconsin.....	\$9,645 46

MILEAGE EARNINGS.

1. Earnings per mile of road on freight.....	\$304 12
2. Earnings per mile of road on passengers.....	152 90
3. Earnings per mile of road on mails, express and all other sources.....	41 67
4. Total earnings, per mile.....	\$498 69
5. Net earnings per mile.....	\$112 83
11. Of the earnings of the entire line what is the ratio of the passenger to the freight?	
Answer: On whole line, as 1 to 2. In Wisconsin as 1 to 2.	
14. Number of miles of operated road upon which above estimates are based average 33.33 and 25.	

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$385 86
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Galena & Wisconsin Railroad Company.

REPORT

OF THE

GALENA & WISCONSIN RAILROAD COMPANY,

For the Two Months ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Albert Keep	Chicago, Ill.
Vice President	M. Hughitt	Chicago, Ill.
Secretary.....	J. B. Redfield	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.

1. General Offices at ————.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Albert Keep	Chicago, Ill.	J. B. Redfield....	Chicago, Ill.
Marvin Hughitt..	Chicago, Ill.	Fred'k Stahl.....	Galena, Ill.
C. C. Wheeler	Chicago, Ill.		

EXECUTIVE COMMITTEE.

Albert Keep.

M. Hughitt.

J. B. Redfield.

2. Date of Annual Election of Directors, first Thursday after first Monday in December.
3. Name and address of person to whom correspondence concerning the Report should be directed.
B. C. Cook, Gen. Sol., Chicago, Ill.

Galena & Wisconsin Railroad Company.

GENERAL EXHIBIT FOR TWO MONTHS, ENDING JUNE 30, 1880.

1.	Total income	\$3,464 36
2.	Operating expenses	5,932 38
3.	Excess of income over operating expenses, deficit	2,468 02
4.	Taxes	=====

CAPITAL STOCK.

Capital stock authorized by charter	\$300,000 00
Total amount of stock and scrip now outstanding	210,385 00
	=====

ANALYSIS OF EARNINGS.

1.	Earnings from passengers	\$931 48
3.	Earnings from express and baggage	135 45
6.	Total earnings, passenger department	\$1,066 93
7.	Earnings from passenger trains per train mile run (4,408 miles): 24.20 cents.	
11.	Total earnings, freight department	2,397 43
12.	Earnings from freight trains per train mile run (4,408 miles): 54.39 cents.	
13.	Total transportation earnings	3,464 36
14.	Earnings per mile of road operated (6.66 average miles): \$520.19.	
15.	Earnings per train mile run, from all trains earning revenue (4,408 miles): 79.59 cents.	
19.	Total income from all sources	\$3,464 36
20.	Proportion of income for Wisconsin	\$2,632 91

ANALYSIS OF EXPENSES.

1.	Salaries of general officers and clerks	\$228 96
4.	Stationery and printing	158 76
6.	Contingencies and miscellaneous	38 77
7.	Repairs of bridges (including culverts and cattle guards)	101 26
8.	Repairs of buildings	21 64
9.	Repairs of tools and machinery	15 10
10.	Repairs of fences, road-crossings, and signs	128 09
11.	Renewal of rails and ties	2,714 78
14.	Repairs of locomotives	548 36
15.	Fuel for locomotives	216 08
17.	Oil and waste	14 91
18.	Locomotive service, salaries and wages	465 39
19.	Repairs of passenger cars	81 19
20.	Passenger train service, salaries and wages	251 25
21.	Passenger train supplies	1 29
23.	Repairs of freight cars	119 66

Galena & Wisconsin Railroad Company.

31. Agents and station service, salaries and wages.....	667 75
32. Station supplies	159 19
33. Total operating expenses, being 171.24 per ct. of earnings.	5,932 38
34. Taxes.....	None.
35. Total operating expenses and taxes, being 171.24 per cent. of earnings.....	\$5,932 38

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE TWO
MONTHS ENDING JUNE 30, 1880.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1880.				
May	\$453 07	\$950 67	\$23 83	\$1,427 57
June	478 41	1,446 76	111 62	2,036 79
Totals	\$931 48	\$2,397 43	\$135 45	\$3,464 36
Pro. for Wisconsin ...	\$707 92	\$1,322 05	\$102 94	\$2,632 91

MONTHLY EXPENSES.

MONTHS.	Operating Expenses.	Total.
1880.		
May.....	\$2,459 03	\$2,459 03
June	3,473 35	3,473 35
Totals	\$5,932 38	\$5,932 38
Proportion for Wisconsin.	\$4,449 29	\$4,449 29

Galena & Wisconsin Railroad Company.

CHARACTERISTICS OF ROAD.

Name of Division or Branch.	From	To	STATE.		Total.
			Wis. Miles.	Illinois Miles.	
1. Main line	Galena	Conley	26.00	10.00	36.00
Div. or branches.	Platteville Junc	Platteville	4.00		4.00
Length of single track owned.....			30.00	10.00	40.00
2. Sidings			1.00	.50	1.50
Total miles of track owned, including sidings..			31.00	10.50	41.50

What is the gauge of your track? Three feet.

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.

	Whole line.	In Wisconsin.
1. Number miles run by passenger trains	4,408	3,306
2. Number miles run by freight and mixed trains.....		
3. Number miles run by wood, gravel and con- struction trains.....	921	691
4. Mileage of switching trains		
5. Total mileage.	5,329	3,997
6. Proportion for Wisconsin		

PASSENGER TRAFFIC.

7. Total number of passengers carried	1,467	1,100
8. Total number of passengers carried one mile..	26,914	20,186
9. Rate per passenger per mile on whole line	3.51	
10. Rate per passenger per mile in Wisconsin		3.31
11. Average distance traveled by each passenger...	18.35	18.35

TONNAGE OF FREIGHTS CARRIED.

1. Total freight in tons	<i>Tons.</i> 1,731
2. Proportion for Wisconsin.....	1,298

Galena & Wisconsin Railroad Company.

MILEAGE, TRAFFIC, ETC.—continued.

(MILEAGE AND TONNAGE.)

	Whole line.	In Wisconsin.
1. Number of tons of freight carried one mile	56,839	42,629
2. Number of tons of freight carried.....	1,731	1,298
3. Average rate per ton per mile on all freights carried	4.23	4.23
MILEAGE EARNINGS FOR THE YEAR.		
1. Earnings per mile of road on freight	\$359 97	\$359 97
2. Earnings per mile of road on passengers.....	139 88	139 88
3. Earnings per mile of road on mails, express, and all other sources	20 34	20 34
4. Total earnings, per mile.....	520 19	520 19
5. Net earnings per mile, deficit.....		
6. Earnings per train mile run, on freight.....	54 39	54 39
7. Earnings per train mile run, on passengers....	21 13	21 13
8. Earnings per mile run, on mails, express and all other sources	3 07	3 07
9. Total earnings, per train mile....	78 59	78 59
10. Net earnings per train mile, deficit.....		
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 1 to 2.777. In Wisconsin as one to 2.474.		
12. What is the rate of passenger per mile.....	3.46	3.46
13. Number of passengers carried one mile	26,914	20,186
14. Number of miles of operated road upon which above estimates are based, average	6 66	5 00

Galena & Wisconsin Railroad Company.

MISCELLANEOUS OPERATING EXPENSES.

	Whole line.	In Wisconsin.
1. Average operating expenses per mile of road ...	890 75	890 75
2. Average operating expenses per train mile.....	1 35	1 35
3. Cost of maintaining track and bridges per mile.	639	639
4. Cost of repairs of engines per mile run.....	1244	1244
5. Cost of engineers and firemen per mile run	1056	1056
6. Cost of oil and waste per mile run.....	0034	0034
7. Cost of fuel per mile run.....	049	049

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF EXPENSES PAID.

Gross earnings.....	\$3,464 36
Deduct operating expenses and taxes	5,932 88
Leaving deficit.....	2,468 02

EQUIPMENT.

Number of locomotives	2
Number of freight cars (basis of 8 wheels).....	27

14—RAIL. COM.

Hudson & River Falls Railway Company.

REPORT

OF THE

HUDSON & RIVER FALLS RAILWAY COMPANY,

For the Eleven months ending May 31, 1880.

GENERAL EXHIBIT FOR THE ELEVEN MONTHS ENDING MAY
31, 1880.

1. Total income.....	\$20,071 48
2. Operating expenses.....	11,851 75
3. Excess of income over operating expenses	8,719 73
4. Taxes.....	77 83
6. Interest accrued during the year, viz:	
On funded debt.	\$9,166 63
9. Total of 4, 5, 6, 7 and 8.....	<u>\$9,243 96</u>
10. Balance for the eleven months ending May 31, 1880, being the difference between 3 and 9. Deficit.....	<u><u>\$524 23</u></u>

ANALYSIS OF EARNINGS.

1. Earnings from local passengers	\$5,606 68
3. Earnings from express and baggage	190 20
Total earnings, passenger department.....	<u>\$5,796 88</u>
7. Earnings from passenger trains per train mile run (- miles). No exclusive passenger trains.	
8. Earnings from local freight.....	<u>\$14,274 60</u>
Total earnings, freight department.....	<u><u>\$14,274 60</u></u>
13. Total transportation earnings	\$20,071 48
14. Earnings per mile of road operated (12 miles) \$1,672.62.	
15. Earnings per train mile run, from all trains earning revenue (6,912 miles) \$2.90.	
16. Proportion of earnings for Wisconsin. All.	
Total income from all sources	<u><u>\$20,071 48</u></u>

Hudson & River Falls Railway Company.

ANALYSIS OF EXPENSES.

83. Total operating expenses, being 56 $\frac{1}{10}$ % per cent. of earnings, ..	\$11,851 75
84. Taxes in Wisconsin.....	77 83
85. Total operating expenses and taxes, being 56 $\frac{9}{10}$ % per cent. of earnings	<u>\$11,429 08</u>

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE ELEVEN MONTHS ENDING MAY 31, 1880.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1879.				
July	\$718 98	\$1,385 31	\$10 37	\$2,114 66
August	580 80	1,320 29	22 70	1,923 79
September	650 62	1,785 98	11 00	2,447 60
October	508 42	1,946 11	18 56	2,478 09
November	583 25	1,610 35	11 89	2,205 49
December	407 25	1,462 94	7 82	1,878 01
1880.				
January.....	405 79	816 08	21 70	1,243 57
February	362 03	682 12	11 70	1,055 85
March	474 86	1,157 68	27 75	1,660 29
April	429 13	1,025 55	20 05	1,474 73
May	485 55	1,082 19	26 66	1,594 40
Totals	\$5,606 68	\$14,274 60	\$190 20	\$20,071 48

MONTHLY EXPENSES.

Operating expenses.....	\$11,851 75
Taxes	77 83
Total.....	<u><u>\$11,429 08</u></u>

North Wisconsin Railway Company.

REPORT
OF THE
NORTH WISCONSIN RAILWAY COMPANY,
For the eleven months ending May 31, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	H. H. Porter.....	Chicago, Ill.
Vice President	Philetus Sawyer	Oshkosh, Wis.
Treasurer	R. P. Flower.....	New York.
Assistant Treasurer. .	John A. Humbird.....	Hudson, Wis.
Secretary.....	Wm. H. Phipps.....	Hudson, Wis.
Assistant Secretary	C. W. Hillard	Chicago, Ill.
Auditor	C. D. W. Young.....	St. Paul, Minn.
Land Commissioner	Wm. H. Phipps.....	Hudson, Wis.

1. General Offices at Hudson, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
John L. Merriam....	St. Paul.	R. P. Flower	New York.
John A. Humbird ..	Hudson.	E. F. Drake	St. Paul, Minn.
David Dows.....	New York.	J. M. Fiske.....	New York.
Philetus Sawyer....	Oshkosh, Wis.	H. H. Porter.....	Chicago, Ill.
Benjamin Brewster .	New York.		

EXECUTIVE COMMITTEE.

H. H. PORTER, PHILETUS SAWYER, JOHN A. HUMBIRD.

2. Date of Annual Election of Directors.
3. Name and address of person to whom correspondence concerning this Report should be directed, C. D. W. Young, Auditor, St. Paul, Minn.

*North Wisconsin Railway Company.*GENERAL EXHIBIT FOR THE ELEVEN MONTHS ENDING
MAY 31, 1880.

1. Total income	\$115,851 08
2. Operating expenses	47,706 49
3. Excess of income over operating expenses	68,144 59
4. Taxes	444 50
5. Rentals .....	.....
6. Interest accrued during the year, viz:...	18,538 33
On funded debt	\$18,538 33
7. Dividends declared	None.
9. Total	\$18,982 83
10. Balance for the year	\$49,161 76

CAPITAL STOCK.

Amount of common stock at date of last report	\$106,500 00
Total capital stock at date of last report	\$106,500 00
How much common stock has been issued since date of last report	1,093,500 00
Total amount of stock now outstanding	\$1,200,000 00

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
			<i>Pr Ct.</i>	
First Mortgage Bonds.	New York, Jan. 1, 1880.	Jan. 1, 1880.	6	\$800,000 00
First Mortgage Bonds, H. & R. F.	New York, Jan. 1, 1908.	July 1, 1878.	8	125,000 00
2. Total bonded indebtedness				\$925,000 00

North Wisconsin Railway Company.

RECAPITULATION.

1. Total of capital stock,	} See balance sheet.	
2. Total of bonded indebtedness,		
3. Total of unfunded and floating debt,		
5. Capital stock per mile of road, authorized issue.....		\$15,000 00
6. Bonded indebtedness, per mile of road, authorized issue..		10,000 00
8. Total of stock and debt, per mile.....		<u>\$25,000 00</u>

ANALYSIS OF EARNINGS.

1. Earnings from passengers	\$18,594 27
3. Earnings from express.....	861 57
4. Earnings from mails	2,423 65
5. Earnings from miscellaneous and other sources, passenger department	45 80
6. Total earnings, passenger department	<u>\$21,925 29</u>
11. Total earnings freight department.....	<u>\$93,925 79</u>
13. Total transportation earnings... ..	<u>\$115,851 08</u>
14. Earnings per mile of road operated (80 miles), \$1,448.14.	
15. Earnings per train mile run, from all trains earning revenue, including switching, (73,265 miles), \$1.58 $\frac{1}{10}$.	
19. Total income from all sources....	<u><u>\$115,851 08</u></u>

OPERATING EXPENSES.

Repairs of locomotives and tenders.....	\$926 04
Repairs of cars	4,829 01
Repairs of buildings	425 01
Repairs of fences, gates and crossings.....	231 45
Repairs of bridges and culverts.....	1,182 66
Repairs of tracks	14,447 01
Repairs of tools and machinery	
Fuel used by locomotives.	6,210 72
Fuel and lights used in cars and at stations.....	411 39
Oil and waste used	573 86
Office and station furniture and expenses	330 70
Furniture and fixtures for cars	361 12
Foreign agents	
Advertising.....	
Stationery, printed blanks, tickets, etc.....	498 20
Enginemen, firemen and wipers	4,831 86
Conductors, baggagemen and brakemen	4,144 55
Laborers and switchmen	975 00
Agents and clerks	4,485 53
Superintendence, Cr.....	601 47
Rents.....	

North Wisconsin Railway Company.

Loss and damage (freight and baggage).....	80 31
Loss and damage (stock killed, etc.).....	672 52
Injury to persons.....	719 86
Teaming freight, baggage and mails.....	115 25
Insurance.....	
Miscellaneous expenses.....	560 78
Car hire balance.....	898 64
New York office expenses.....	
Locomotive hire.....	396 49
Total.....	\$47,706 49
Add for taxes.....	444 50
Total.....	\$48,150 99
33. Total operating expenses, being $41\frac{1}{100}$ per cent of earnings,	\$47,706 49
35. Total operating expenses and taxes, being $41\frac{5}{100}$ per cent. of earnings.....	48,150 99

**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE ELEVEN
MONTHS ENDING MAY 31, 1880.**

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July.....	\$1,870 22	\$4,236 80	\$411 61	\$6,518 63
August.....	1,293 89	3,359 47	271 11	4,924 47
September.....	1,671 86	4,685 54	282 39	6,639 79
October.....	1,798 50	7,153 65	288 35	9,240 50
November.....	1,991 57	6,146 44	301 17	8,439 18
December.....	1,682 56	7,050 23	295 83	9,028 62
1880.				
January.....	1,227 07	17,676 56	287 51	19,191 14
February.....	1,077 52	15,801 80	271 19	17,150 51
March.....	2,120 83	16,015 48	275 74	18,412 05
April.....	2,129 40	6,942 85	310 00	9,382 25
May.....	1,730 85	4,856 97	336 12	6,923 94
Totals.....	\$18,594 27	\$93,925 79	\$3,331 02	\$115,851 08

North Wisconsin Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Interest.	Total.
1879.				
July	\$2,629 98	\$53 25	\$367 50	\$3,050 68
August	2,352 86	53 25	367 50	2,773 61
September	3,011 31	53 25	367 50	3,432 06
October	3,622 34	53 25	367 50	4,043 09
November	3,132 46	53 25	367 50	3,553 21
December	3,695 95	53 25	367 50	4,116 75
1880.				
January	7,591 12	25 00	.....	7,616 12
February	6,682 53	25 00	.....	6,707 53
March	6,228 65	25 00	.....	6,248 65
April	5,003 60	25 00	.....	5,028 60
May	3,760 74	25 00	16,333 33	20,119 07
Totals	\$47,706 49	\$444 50	\$18,538 33	\$66,689 32

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Paid for construction to May 31, 1880.....	\$1,756,360 51
2. Paid for equipment to May 31, 1880.....	130,538 68
3. Total cost of entire line to date, May 31, 1880 (on 92 miles).....	\$2,086,899 19
4. Cost of road and equipment per mile.....	22,683 68

PERSONS EMPLOYED.

	<i>Estimated.</i>
Clerks in general offices	1
Agents, and clerks at all stations	12
Conductors	3
Engineers	3
Firemen and wipers	6
Brakemen	9
Section foremen	9
Section laborers	48

North Wisconsin Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING MAY 31, 1880.

Assets.	Dollars. Cts.	Liabilities.	Dollars. Cts.
Construction.....	1,956,360 51	Capital stock	1,200,000 00
Equipment	130,538 68	Capital stock, H. & R. F. Ry.....	121,500 00
Operating assets (material, fuel), and amount		First mortgage bonds.....	800,000 00
due from various persons, etc.....	69,797 35	First mortgage bonds, H. & R. F. Ry.....	125,000 00
Income account.....	250,594 94	UNFUNDED DEBT.	
		Vouchers, pay-rolls, amounts due various per-	160,731 48
		sons, corporations, etc.....	\$2,407,231 48
	\$2,407,231 48		

North Wisconsin Railway Company.

CHARACTERISTICS OF ROAD.

Name of Division or Branch.	From	To	Miles.
1. Main line	No. Wis. Junction.....	End of track	80
	Hudson	River Falls.....	12
Total miles of track owned			92

What is the gauge of your track? Four feet, eight and one-half inches.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

2. Number miles run by freight and mixed trains	64,251
3. Number miles run by wood, gravel and construction trains	32,605
4. Mileage of switching trains.....	9,014
5. Total mileage	105,870

PASSENGER TRAFFIC.

7. Total number of passengers carried (estimated)	16,528
8. Number of passengers carried one mile (eastward). No record	
9. Number of passengers carried one mile (westward). No record.	
10. Total number passengers carried one mile (estimated)	413,206
11. Rate per passenger per mile on whole line about	4½c
13. Average distance traveled by each passenger (estimated). 25 miles.	

Tonnage of freight carried. No record.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$1,341 79
2. Earnings per mile of road on passengers.....	265 63
3. Earnings per mile of road on mails, express, and all other sources.....	47 59
4. Total earnings per mile.....	\$1,655 01

North Wisconsin Railway Company.

5.	Net earnings per mile	\$978 49
6.	Earnings per train mile run, on freight. See total earnings per train mile.	
7.	Earnings per train mile run, on passengers. See total earnings per train mile.	
8.	Earnings per train mile run, on mails, express, and all other sources. See total earnings per train mile.	
9.	Total earnings per train mile, including switching...	<u>1.58$\frac{1}{10}$</u>
10.	Net earnings per train mile	.98
11.	Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 1 to 5.	
12.	What is the rate of passenger per mile (est.)	4 $\frac{1}{2}$ c
13.	Number of passengers carried one mile (est.)	413,206
14.	Number of miles of operated road upon which above estimates are based	<u>70</u>

AVERAGE NUMBER MILES OPERATED DURING 11 MONTHS.

60 miles	11 months
80 miles	5 $\frac{1}{2}$ months
70 miles	11 months

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road	\$681 52
2. Average operating expenses per train mile	65 $\frac{1}{10}$
3. Cost of maintaining track and bridges per mile	21 $\frac{3}{10}$
4. Cost of repairs of engines per mile run	00 $\frac{87}{100}$
5. Cost of engineers and firemen per mile run	04 $\frac{88}{100}$
6. Cost of oil and waste per mile run	00 $\frac{84}{100}$
7. Cost of fuel per mile run	<u>05 $\frac{88}{100}$</u>

EQUIPMENT.

	Owued.	Total.
Number of locomotives	4	4
Number of passenger cars	3	3
Number of baggage, mail and express cars	1	1
Number of parlor or sleeping cars		
Number of freight cars (basis of 8 wheels)	190	190
Number of other cars		

North Wisconsin Railway Company.

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what term of service?
 \$1,881.00 per annum between Hudson and Clayton and \$690.41 per annum between Clayton and Cumberland, one mail per day each way.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express companies?
 American Express Co. They pay on an average 27c per 100 lbs. on all express matter between Hudson and Chandler.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
 December 1, 1878, an arrangement was made with the Chicago, St. Paul & Minneapolis Railway Company by which that company operated the line, we paying two-thirds of the expenses of train service, the Chicago, St. Paul & Minneapolis Railway Company paying one-third of the same; we to pay all expenses of station service, maintaining road, etc.

LANDS RECEIVED AND SOLD, Etc.

1. Have any swamp or other state lands been granted your company since the date of your last report?
 None.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report?
 None.
3. What number of acres sold and conveyed since date of your last report?
 8,275 acres.
4. Average price, per acre, realized?
 \$6.82.
5. Number of acres now held by company?
 240,992.07 acres.
6. Average price asked for lands now held by company?
 \$2.50 per acre for agricultural lands.
7. Amount of land sold, but not conveyed, under contracts now in force?
 12,061 77 acres.
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
 \$53,243.64.
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
 \$31,385.66.
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
 None

North Wisconsin Railway Company.

11. What amount of cash received for stumpage, trespasses, etc., since date of last report?
\$18,023.06.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
\$84,629.30.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$426,518.71.
14. What is the amount now due the company on lands sold, or contracted to be sold?
\$103,953.24.

North Wisconsin Railway Company.

FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID.

	Number killed.	Amount paid.
Cattle.....	15	\$247 00
Sheep	1	.....
Hogs	1	.....
Total	17	\$247 00

STATE OF MINNESOTA — *County of Ramsey* — ss.

E. W. Winter, General Superintendent, and C. D. W. Young, Auditor, of the North Wisconsin Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,
[SEAL.]

E. W. WINTER,
C. D. W. YOUNG,

Subscribed and sworn to before me at St. Paul, Minn., this twelfth day of November, A. D. 1880.

[SEAL.]

G. A. HAMILTON,
Notary Public.

Chicago, St. Paul & Minneapolis Railway Company.

REPORT

OF THE

CHICAGO, ST. PAUL & MINNEAPOLIS RAILWAY CO.

For the Eleven Months Ending May 31, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	H. H. Porter.....	Chicago, Ill.
1st Vice-President.....	Philetus Sawyer.....	Oshkosh, Wis.
2d Vice-President.....	Benj. Brewster.....	New York.
Treasurer.....	R. P. Flower.....	New York.
Assistant Treasurer.....	R. Egerton.....	New York.
Sec. & Land Commis'ner.....	C. W. Porter.....	Hudson, Wis.
Assistant Secretary.....	C. W. Hillard.....	Chicago, Ill.
General Manager.....	J. W. Bishop.....	St. Paul.
General Superintendent.....	E. W. Winter.....	St. Paul.
Gen'l Traffic Manager...	F. B. Clark.....	St. Paul.
Local Treasurer.....	G. A. Hamilton.....	St. Paul.
Auditor.....	C. D. W. Young.....	St. Paul.
General Solicitor.....	J. C. Spooner.....	Hudson, Wis.
Chief Engineer.....	C. W. Johnson.....	Hudson, Wis.

1. General Offices at Hudson, St. Croix county, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
H. H. Porter.....	Chicago, Ill.	P. L. Cable.....	Rock Island.
P. Sawyer.....	Oshkosh.	Josiah M. Fiske.....	New York.
R. P. Flower.....	New York.	Augustus Kountze...	New York.
Benj. Brewster...	New York.	Jno. L. Merriam: ...	St. Paul.
E. F. Drake.....	St. Paul.	A. H. Wilder.....	St. Paul.
H. R. Bishop.....	New York.	Jno. Comstock.....	Hudson.
David Dows... ..	New York.		

15 — RAIL, COM:

Chicago, St. Paul & Minneapolis Railway Company.

CAPITAL STOCK.

Capital stock authorized by charter.....	\$5,000,000 00
How many kinds of stock at date of last report?	
Two.	
Amount of common stock at date of last report.....	\$4,000,000 00
Amount of preferred stock at date of last report.....	1,000,000 00
Total capital stock at date of last report.....	\$5,000,000 00
Total amount of stock now outstanding.....	\$5,000,000 00

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First mortgage railway.....	New York, May 1, 1918	May 9, 1878.	6	\$3,000,000 00
Land Grant Income Bonds.....	New York, May 1, 1898	May 9, 1878.	6	2,031,000 00
Equipment bonds....	New York, on demand.	Apr. 1, 1880	6	1,500,000 00
Total bonded indebtedness.....				\$6,531,000 00

RECAPITULATION.

1. Total of capital stock	} See balance sheet, page 12.
2. Total of bonded indebtedness.....	
3. Total of unfunded and floating debt'	
4. Total of stock and debt.....	
5. Capital stock per mile of road (177.7 miles)	\$28,187 31
6. Bonded indebtedness per mile of road (177.7 miles).....	28,351 15
7. Unfunded and floating debt per mile of road	
8. Total of stock and debt, per mile.....	
9. Number of miles of road on which stock and debt is apportioned.....	177.7

Chicago, St Paul & Minneapolis Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Interest.	Dividends.	Total.
1879.						
July ..	\$57,637 43	\$2,717 50	\$3,154 09	\$24,733 09	\$29,781 92	\$118,074 03
August ..	48,752 88	3,030 78	3,261 20	25,249 37	16,476 43	96,770 65
September ..	49,359 30	4,121 86	4,046 05	25,265 24	16,440 35	99,212 80
October ..	55,122 89	5,131 99	4,728 42	25,448 47	30,859 77	121,291 54
November ..	54,072 74	4,980 34	4,654 68	25,261 97	32,054 46	141,024 19
December ..	44,234 04	5,011 43	4,359 74	18,695 70	48,308 98	120,609 89
1880.						
January ..	56,757 71	5,245 62	3,580 33	24,606 29	5,838 82	94,028 77
February ..	53,681 50	4,857 35	3,309 42	26,694 26	1,028 13	87,570 66
March ..	53,556 88	4,356 45	4,759 90	25,208 78	15,903 00	103,685 01
April ..	65,514 52	4,575 26	4,628 21	25,174 47	5,218 16	105,110 62
May ..	56,192 84	4,098 55	4,254 86	24,235 63	Cr. 899 10	87,882 78
Totals	\$594,862 73	\$44,127 13	\$44,736 90	\$270,623 27	\$220,910 91	\$1,175,260 94
Pro. for Wisconsin	\$524,847 39	\$41,339 69	.....	\$270,623 27	\$159,139 39	\$965,948 74

Chicago, St. Paul & Minneapolis Railway Company.

Superintendence.....	19,270 41
Rents	19,292 87
Loss and damage (freight and baggage)	4,998 41
Loss and damage (stock killed, etc)	2,439 35
Injury to persons	3,630 25
Teaming freight, baggage and mails	69 70
Insurance	67 50
Miscellaneous expenses	8,900 53
Car hire balance.....	15,429 11
New York office expenses	2,692 04
Loss and damage, fire.....	1,538 75
Locomotive hire.....	32 00
Operating North Wisconsin Railway	5,170 64
Total	\$594,862 73
Add for taxes (actual).....	44,127 13
Total.....	\$638,989 86
Total operating expenses, being 50.79 per cent. of earnings.	\$594,862 73
Taxes in Wisconsin	41,339 69
Taxes in other states	2,787 44
Total operating expenses and taxes, being 54.56 per cent. of earnings	\$638,989 86
Proportionate amount for Wisconsin.....	\$566,187 08

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE ELEVEN MONTHS ENDING MAY 31, 1880.

MONTHS.	Passengers.	Freight.	Mails, express, and all other sources.	Total.
1879.				
July.....	\$23,383 11	\$47,208 54	\$2,747 29	\$73,338 94
August.....	27,001 11	51,791 89	2,977 63	81,770 62
September	30,865 82	77,574 96	2,729 46	111,170 24
October	35,352 41	99,158 78	3,853 80	138,364 99
November	26,201 12	104,591 85	3,504 63	134,297 60
December	28,124 01	93,693 59	3,106 25	124,923 85
1880.				
January	16,617 51	66,591 92	3,004 61	86,214 04
February	19,211 93	52,917 71	2,763 48	74,893 12
March	34,945 82	77,669 05	3,107 76	115,722 63
April	38,894 87	79,692 93	2,946 06	121,533 86
May	41,379 64	64,329 10	3,162 10	108,870 84
Totals	\$321,977 35	\$815,220 32	\$33,903 06	\$1,171,100 73
Pro. for Wisconsin .	\$284,080 61	\$719,268 87	\$29,912 67	\$1,033,262 15

Chicago, St Paul & Minneapolis Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Interest.	Dividends.	Total.
1879.						
July ..	\$57,637 43	\$2,717 50	\$3,154 09	\$24,733 09	\$29,781 92	\$118,074 03
August ..	48,752 88	3,030 78	3,261 20	25,249 37	16,476 43	96,770 65
September ..	49,389 30	4,121 86	4,046 05	25,265 24	16,440 35	99,212 80
October ..	55,123 89	5,131 99	4,728 42	25,448 47	30,859 77	121,291 54
November ..	54,072 74	4,980 34	4,654 63	25,261 97	52,054 46	141,024 19
December ..	44,234 04	5,011 43	4,359 74	18,695 70	48,308 98	120,609 89
1880.						
January ..	56,757 71	5,245 62	3,550 33	24,606 29	5,838 82	94,028 77
February ..	53,681 50	1,857 35	3,309 42	26,694 26	1,028 13	87,570 66
March ..	53,556 88	4,356 45	4,759 90	25,208 78	15,803 00	103,685 01
April ..	65,514 52	4,575 26	4,638 21	25,174 47	5,218 16	105,110 62
May ..	56,192 84	4,098 55	4,251 86	24,235 63	Cr. 899 10	87,882 78
Totals	\$594,862 73	\$44,127 13	\$44,736 90	\$270,623 27	\$220,910 91	\$1,175,260 94
Pro. for Wisconsin	\$524,847 39	\$41,339 69	.....	\$270,623 27	\$159,139 39	\$995,948 74

Chicago, St. Paul & Minneapolis Railway Company.

STATEMENT OF EXPENDITURES, ETC., NEW EQUIPMENT DURING THE ELEVEN MONTHS FROM JULY 1, 1879, TO MAY 31, 1880, INCLUSIVE.

New locomotives.....	\$52,162 38
New passenger cars.....	4,000 00
New baggage cars.....	1,231 34
Ninety box and one hundred stock cars, Cr.	150 00
Fifty box and fifty flat cars	85 69
Lumber line box cars	1,267 51
New cabooses	5,835 95
Locomotives and cars purchased from J. Humbird	15,811 46
Locomotive safety trucks ..	660 00
Enlarging baggage cars	525 00
Van Liew grain doors.....	100 00
Total	<u>81,529 38</u>

STATEMENT OF EXPENDITURES ON ACCOUNT OF CONSTRUCTION AND IMPROVEMENT, ETC., DURING THE ELEVEN MONTHS FROM JULY 1, 1879, TO MAY 31, 1880, INCLUSIVE.

Right of way.....	\$1,156 95
Water stations.....	1,537 24
New buildings	12,657 32
New track scales, Elroy ..	424 59
Rew track scales, Eau Claire.....	694 85
Ballast unloader.....	242 27
Connections and facilities and East St. Paul.....	41,561 73
New fences.....	1,226 12
New bridges	19,769 33
Changing line at Red Cedar River.....	1,927 65
Change line North Wisconsin Junction to Lake St. Croix....	241 39
New culverts.....	2,885 95
Filling St. Croix trestle	1,548 78
Repropping St. Croix trestle.....	4,065 38
Filling trestles 63, 77, 78, 79	1,886 39
Filling Annis Creek	626 61
Improvement Grade Summit Cut.....	8,973 15
Clearing right of way.....	928 48
Improvement Telegraph	6,689 77
New side tracks.....	18,207 27
New machinery for shops.....	1,049 87
New stock yards at Eau Claire and Black River Falls	770 35
New depot grounds, Minneapolis.....	16,873 97
New yard	1,682 21
New track 4th to Pine street, St. Paul.....	1,653 62
Purchase suspense account.....	8,884 61
Total.....	<u>\$153,165 84</u>
Less our projected joint track between Hudson and North Hudson.....	8,819 26
Total.....	<u>\$144,346 58</u>

Chicago, St. Paul & Minneapolis Railway Company.

PERSONS EMPLOYED.

Clerks in general offices, and general officers.....	32
Agents, and clerks at all stations, including warehouse and yard men..	94
Master, and skilled mechanics, and helpers in shops —	
Machinery department.....	45
Car department ...	64
Blacksmiths	16
Laborers in shops.....	20
Conductors and trainmen.....	64
Engineers, firemen and wipers.....	106
Brakemen, see conductors and trainmen.	
Flagmen, switchtenders, gatekeepers, watchmen, section foremen and section laborers —	
Railway and track	241
Wood pilers	7
Pumpers	13
Working trains.....	59
All other employes.....	..

Chicago, St. Paul & Minneapolis Railway Co.

GENERAL BALANCE SHEET TO MAY 31, 1880.

Assets.	Dollars. cts.	Liabilities.	Dollars cts.
Cost of road and equipment.....	9,998,773 63	Common stock.....	4,000,000 00
Land contract of West Wisconsin Railway	361,843 82	Preferred stock.....	1,000,000 00
Material and fuel on hand, cash on hand,		First mortgage railway bonds.....	3,000,000 00
amounts due from various individuals		Land grant income bonds.....	2,031,000 00
and corporations, due from station		Equipment bonds.....	1,500,000 00
agents, United States Post Office Depart-		Debt certificates based on land contracts of	
ment, American Express Co., etc.....	1,650,686 21	West Wisconsin Railway.....	261,501 30
Income account.....	300,726 49	Floating debt, covering pay rolls, unpaid	
		vouchers for supplies, etc., not yet due,	
		taxes, coupons, outstanding bills payable	514,028 85
		not yet due, etc.....	
	\$12,306,530 15		\$12,306,530 15

Chicago, St. Paul & Minneapolis Railway Company.

CHARACTERISTICS OF ROAD.

NAME OF DIVISION OR BRANCH.	From	To	Wisc'n. Miles.	Minn'ta. Miles.	Total Miles.
1. Main line	Elroy	Lake St. Croix.	177.7	.....	177.7
Length of single track owned			177.7		
Leased lines	Lake St. Croix.	St. Paul		19.9	19.9
	Branch. Stillwater Jc..	Stillwater		3.8	3.8
Total leased lines				23.7	23.7
RECAPITULATION.					
Total of lines owned			177.7	.....	177.7
Total trackage of all lines operated			177.7	23.7	201.4

Number of junction stations: St. Paul, East St. Paul, Stillwater Junction, Hudson, North Wisconsin Junction, Eau Claire, Merrillan, Wisconsin Valley Junction, Camp Douglas, Elroy.

What is the gauge of your lines? 4 feet, 8½ inches.

Chicago, St. Paul & Minneapolis Railway Company.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

	Whole line.	In Wisconsin.
1. Number miles run by passenger trains	\$248,764	224,649
2. Number miles run by freight and mixed trains.....	426,598	370,307
3. Number miles run by wood, gravel and construction trains.....	113,822	101,015
4. Mileage of switching trains	134,316	123,682
5. Total mileage.	923,500	819,053
6. Proportion for Wisconsin		819,053
PASSENGER TRAFFIC.		
7. Total number of passengers carried	175,771.2	No record.
8. Number of passengers carried one mile (eastward).....	4,951,634	
9. Number of passengers carried one mile westward)	6,545,579	
10. Total number of passengers carried one mile, estimated	11,497,213	
11. Rate per passenger per mile on whole line, est.	02.8	
12. Rate per passenger per mile in Wisconsin	No record.	
13. Average distance traveled by each passenger on basis of year 1879.....	65.45	

TONNAGE OF FREIGHTS CARRIED.

	Tons.
1. Grain.....	56,624
2. Flour	79,754
3. Provisions ..	2,314
4. Salt, cement, water lime and stucco ..	655
5. Manufactures, including agricultural implements, furniture and wagons. See merchandise, etc.....	
6. Live stock	2,006
7. Lumber and forest products.....	75,547
8. Iron, lead, and mineral products.....	4,733
9. Stone, brick, lime, sand, etc.....	1,492
10. Coal.....	285
11. Merchandise and other articles.....	115,011
12. All other freights not above enumerated, Company's material, "No revenue".....	27,119
13. Total freight in tons	365,540

Chicago, St. Paul & Minneapolis Railway Company.

MILEAGE, TRAFFIC, ETC.—continued.

(MILEAGE AND TONNAGE.)

	Whole line.	In Wisconsin.
15. Number of tons of freight carried one mile. East, estimated 28 132,141; west estimated 28,812,841	56,944,982	
16. Number of tons of freight carried (eastward) ..	182,144	
17. Number of tons of freight carried (westward) ..	244,363	
18. Average rate per ton per mile on all freights carried, estimated	1 $\frac{1}{10}$ cents.	
MILEAGE EARNINGS FOR THE YEAR.		
1. Earnings per mile of road on freight 201.4 miles	\$4,047 77	\$4,047 77
2. Earnings per mile of road on passengers	1,598 69	1,598 69
3. Earnings per mile of road on mails, express, and all other sources	168 84	168 84
4. Total earnings, per mile	\$5,814 80	\$5,814 80
5. Net earnings per mile, 201.4 miles		
6. Earnings per train mile run, on freight, including switching	\$2,861 16	\$2,861 16
7. Earnings per train mile run, on passengers ..	1 45.3	1 45.6
8. Earnings per train mile run, on mails, express and all other sources	1 29.4	1 26.8
9. Total earnings, per train mile, not including fuel and work trains	13.6	13.3
10. Net earnings, per train mile, not including fuel and work trains	\$1 44.6	\$1 43.8
11. Net earnings per train mile, not including fuel and work trains	71.2	70.8
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: On whole line, as 1 to 2 $\frac{53}{100}$. In Wisconsin as 1 to 2 $\frac{53}{100}$.		
12. What is the rate of passenger per mile, estimated	02.8	No record.
13. Number of passengers carried one mile, estimated	11,497,213	No record.
14. Number of miles of operated road upon which above estimates are based	201.4	177.7

Chicago, St. Paul & Minneapolis Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road.....	\$2,953 64
2. Average operating expenses per train mile (not including wood and work trains)	73.4
3. Cost of maintaining track and bridges per mile run.....	13.1
4. Cost of repairs of engines per mile run	02.91
5. Cost of engineers and firemen per mile run	06.3
6. Cost of oil and waste per mile run	.6
7. Cost of fuel per mile run	08.19

EQUIPMENT.

	Owued.	Total.
Number of locomotives	33	33
Number of passenger cars	10	10
Number of baggage, mail and express cars	7	7
Number of parlor or sleeping cars		
Number of freight cars (basis of 8 wheels).....	1,227	1,227
Number of other cars (derrick car).....	1	1

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
About \$60 per mile per annum.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company. Take freight at depots, and pay a per diem on limited tonnage.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
We haul cars of all R. R. companies and transportation lines, in interchange of business, paying for use of same $\frac{3}{4}$ c per mile per car for freight cars.

Chicago, St. Paul & Minneapolis Railway Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Pullman Palace Sleeping Cars are run on all passenger trains, for which this road pays three cents per mile run, which covers the use of same and ordinary repairs. In case of accident this road pays the cost of repairs. About one dollar per double berth is charged in addition to regular first class fare.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other lands been granted your company since the date of your last report? If so, how many acres?
Nothing.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number received by your company, directly or indirectly, since date of last report?
Nothing granted by or received from United States.
3. What number of acres sold and conveyed since date of your last report?
3,844.28 acres.
4. Average price per acre realized?
\$4.01 per acre.
5. Number of acres now held by company?
451,990.08 acres, of which about 26,000 acres under option.
6. Average price asked for lands now held by company?
No price fixed or estimated.
7. Amount of land sold, but not conveyed, under contracts now in force?
12,102.23 acres.
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
\$15,715.
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
\$23,062.63.
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
Nothing.
11. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
\$2,544.05.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
\$48,777.63.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$152,453 66.
14. What is the amount now due the company on lands sold, or contracted to be sold?
\$138,120.05 and some interest.

Chicago, St. Paul & Minneapolis Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails: None.
2. Of the above accidents, those numbered as follows were caused by inattention of employes: No. 1. Misplaced switch. Total No.—1.
3. Of the above accidents, those numbered as follows were caused by collisions, not properly coming under 2: No. 8. Total No.—1.
4. Of the above accidents, those numbered as follows were caused by explosions. None.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	79	\$1,552 00
2. Horses	12	510 00
3. Mules		
4. Sheep	3	
5. Hogs	3	
6. Total	97	\$2,062 00

STATE OF MINNESOTA, } ss.
County of Ramsey, }

E. W. Winter, General Superintendent, and C. D. W. Young, Auditor, of the Chicago, St. Paul & Minneapolis Railway Co., being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

[SEAL.]

E. W. WINTER.
C. D. W. YOUNG.

Subscribed and sworn to before me, at St. Paul, this 12th day of November,
A. D. 1880.

[SEAL.]

G. A. HAMILTON,
Notary Public.

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

REPORT

OF THE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

For the month ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	H. H. Porter	Chicago, Ill.
1st Vice President.....	Philetus Sawyer.....	Oshkosh, Wis.
2d Vice President.....	Benj. Brewster.....	New York.
Treasurer.....	R. P. Flower.....	New York.
Assistant Treasurer	R. Egerton	New York.
Secretary and Land Com'r.	C. W. Porter for W. W. R'y L	Hudson, Wis.
Assistant Secretary.....	C. W. Hillard.....	Chicago, Ill.
General Manager	J. W. Bishop.....	St. Paul, Minn.
General Superintendent...	E. W. Winter	St. Paul, Minn.
General Solicitor	J. C. Spooner	Hudson, Wis.
General Traffic Manager...	F. B. Clark	St. Paul, Minn.
Auditor	C. D. W. Young.....	St. Paul, Minn.
Local Treasurer.....	G. A. Hamilton	St. Paul, Minn.
Land Commissioner North Wisconsin Rail'y Lands.	W. H. Phipps.....	Hudson, Wis.
Chief Engineer.....	C. W. Johnson.....	St. Paul, Minn.

1. General Office at Hudson, St. Croix county, Wis.

NAMES OF DI- RECTORS.	RESIDENCE.	NAMES OF DI- RECTORS.	RESIDENCE.
H. H. Porter	Chicago, Ill.	P. L. Cable..	Rock Island.
Philetus Sawyer....	Oshkosh, Wis.	Josiah M. Fiske ...	New York.
R. B. Flower	New York.	Augustus Kountze.	New York.
Benj. Brewster	New York.	Jno. L. Merriam...	St Paul.
E. F. Drake	St. Paul.	A. H. Wilder	St. Paul.
H. R. Bishop	New York.	Jno. Comstock....	Hudson.
David Dows.....	New York.		

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

EXECUTIVE COMMITTEE.

H. H. Porter, R. B. Flower, H. R. Bishop, Philetus Sawyer,
Benj. Brewster, David Dows, E. F. Drake.

2. Date of Annual Election of Directors, first Saturday after first Thursday in June each year.
3. Name and address of person to whom correspondence concerning this Report should be directed. C. D. W. Young, Auditor, St. Paul, Minn.

GENERAL EXHIBIT FOR THE MONTH, ENDING JUNE 30, 1880.

1. Total income	\$115,214 46
2. Operating expenses	85,063 44
3. Excess of income over operating expenses	<u>\$30,151 02</u>
4. Taxes	<u>\$3,980 95</u>
5. Rentals —	
St. Paul, Stillwater & Taylor Falls R. R.	\$3,141 31
Hudson Branch	883 33
	<u>\$4,024 64</u>
6. Interest accrued during the year, viz:	
On funded debt	\$29,768 33
On other debt	5,739 66
	<u>\$35,507 99</u>
7. Dividends declared, viz:	None.
8. Total of 4, 5, 6, 7 and 8	<u>\$43,513 58</u>
Equipment	\$92,150 00
Improvement	4,705 16
	<u>\$96,855 16</u>
	<u>\$140,368 74</u>
9. Balance for the month June, 30, 1880, deficit	<u>\$110,217 72</u>

CAPITAL STOCK.

Amount of common stock	\$5,321,500 00
Amount of preferred stock	1,000,000 00
Total capital stock	<u>\$6,321,500 00</u>

This is as per balance sheet, June 30th, 1880. The stock of this company is being issued in exchange for C., St. P. & M., North Wisc. & St. P. & S. C. R. R. Co.'s stocks, and the actual amount outstanding June 30, cannot be definitely given. At date of next annual report we will be able to give full report.—Auditor.

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

FUNDED DEBT.

1. Describe, specically, all outstanding bonds, date of issue, rate of interest, and when and where payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of Issue.	Rate of interest.	Amount.
First Mortgage Rail-way Bonds.....	New York, May 1, 1918	May 9, 1878..	<i>per ct.</i> 6....	\$3,000,000
First Mortgage Bonds (North. Wis)	New York, Jan. 1, 1930	Jan. 1, 1880..	6....	800,000
First Mortgage Bonds H. & R. F.	New York, July 1, 1908	July 1, 1878..	8....	125,000
Land Grant Income Bonds	New York, May 1, 1898	May 9, 1878..	6....	2,031,000
Equipment Bonds....	New York, on demand.	Apr. 1, 1880..	6 ...	1,500,000
2. Total bonded indebtedness				<u>\$7,456,000</u>

ANALYSIS OF EARNINGS.

1. Earnings from local passengers.....	\$15,756 87
2. Earnings from through passengers	23,000 22
3. Earnings from express	2,623 45
4. Earnings from mails	1,898 11
5. Earnings from other miscellaneous sources, and passenger department	190 88
6. Total earnings, passenger department	<u>\$42,969 53</u>
7. Earnings from passenger trains per train mile run (22,309 miles): \$1 92.6	
8. Earnings from local freight	\$29,123 54
9. Earnings from through freight.....	43,121 39
10. Earnings from other sources, freight department.....	.....
11. Total earnings, freight department	<u>\$72,244 93</u>
12. Earnings from freight trains per train mile run, including switching, (58,398 miles) \$1 23.7.	
13. Total transportation earnings.....	<u>\$115,214 46</u>
14. Earnings per mile of road operated (291.9 miles): \$326.22	
15. Earnings per train mile run, from all trains earning revenue, including switching mileage (88,707 miles), \$1 42.8	
16. Proportion of earnings for Wisconsin, \$102,938.22	
17. Total income from all sources.....	\$115,214 46
18. Proportion of income for Wisconsin.....	<u>102,938 22</u>

*Chicago, St. Paul, Minneapolis & Omaha Railway Company.***OPERATING EXPENSES FOR ONE MONTH, ENDING JUNE 30,
1880 — WHOLE ROAD.**

Repairs of locomotives and tenders	\$2,758 77
Repairs of cars	6,946 80
Repairs of buildings	405 12
Repairs of fences, gates and crossings	190 88
Repairs of bridges and culverts	5,197 14
Repairs of track	32,444 04
Repairs of tools and machinery	842 72
Fuel used by locomotives	8,250 09
Fuel and lights used in cars and stations	176 90
Oil and waste used on locomotives and cars	593 75
Office and station furniture and expenses	365 01
Furniture and fixtures for cars	89 61
Foreign agents	110 81
Advertising	192 37
Stationery, printed blanks, tickets, etc.	689 46
Enginemen, firemen and wipers	6,003 64
Conductors, baggagemen and brakemen	3,706 09
Laborers and switchmen	4,785 48
Agents and clerks	6,053 71
Superintendence	1,250 85
Rents	1,272 65
Loss and damage (freight and baggage)	491 95
Loss and damage (stock killed, etc.)	1,303 89
Injury to persons	260 13
Teaming, freight, baggage and mails	31 75
Insurance	118 25
Miscellaneous expenses	1,394 59
Car hire balance, Cr.	1,097 32
New York office expenses	228 62
Loss and damage, wrecking	6 69
Total	\$85,063 44
Add for taxes, State of Wisconsin, \$3,735.42; State of Minnesota, \$245.53	3,980 95
Grand total	\$89,044 39
Total operating expenses, being 73.83 per cent. of earnings	\$85,063 44
Taxes in Wisconsin	3,735 42
Taxes in other states	245 53
Total operating expenses and taxes, being 77.29 per cent. of earnings	\$89,044 39

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

EARNINGS FROM ALL SOURCES, FOR THE MONTH OF
JUNE, 1880.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1880.				
June	\$38,757 09	\$72,244 93	\$4,212 44	\$115,214 46
Totals	\$38,757 09	\$72,244 93	\$4,212 44	\$115,214 46
Pro. for Wisconsin ...	\$34,500 46	\$64,671 18	\$3,766 58	\$102,938 22

MONTHLY EXPENSES—JUNE, 1880.

Operating expenses.....	\$85,063 44
Taxes	3,980 95
Rentals.....	4,024 64
Interest on bonded and floating debt.....	35,507 99
Equipment and improvements, etc.....	96,855 16
Total.....	<u>\$225,432 18</u>

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE
YEAR.

All expenditures appertaining to property, as mentioned herein, are charged on the books of this company to income account. See statement attached.

EXPENDITURES ACCOUNT—NEW EQUIPMENT DURING THE
MONTH OF JUNE, 1880.

Account, 50 box and 52 flat cars	\$37,150 00
Account, 100 box cars, No. 1102 to No. 1303, inclusive, even numbers	55,000 00
Total.....	<u>\$92,150 00</u>

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

EXPENDITURES ACCOUNT — IMPROVEMENTS, ETC., DURING
THE MONTH OF JUNE, 1880.

Right of way	\$189 66
New depots	32 72
New bridges	2,749 40
New culverts	586 43
New fences	359 05
New side tracks	575 33
New yard, Minneapolis	255 37
New track, 4th to Pine street, St. Paul, Cr.	1,653 62
Improvements and facilities, East St. Paul	1,048 18
Repropping St. Croix trestle	500 14
Ballast unloaded	62 50
Total	<u><u>\$4,705 16</u></u>

PERSONS EMPLOYED.

1. Division, assistant superintendents and roadmasters	38
Clerks in general offices and general officers	127
Agents, and clerks at all stations, including warehouse and yardmen	53
Master, and skilled mechanics { Machinery department ..	91
{ Car department.	22
{ Blacksmith department..	18
Laborers in shops	73
Conductors and trainmen	126
Engineers	400
Firemen and wipers	8
Brakemen. See conductors and trainmen.	18
Section foremen	132
Section laborers	
All other employes	
{ Roadway and track	
{ Wood pilers	
{ Pumpers	
{ Working trains	

Chicago, St. Paul, Minneapolis & Omaha Railway Compa

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1880.

ASSETS.	Dollars.	Cts.	LIABILITIES.	Dollars.	Cts.
Cost of road and equipment	\$12,510,456	00	Common stock	\$5,321,500	00
Construction Northern Division	32,526	17	Preferred stock	1,000,000	00
Land contracts West Wisconsin Ry	353,970	33	First Mortgage Bonds	3,925,000	00
Material and fuel on hand, cash on hand, amounts due from various persons and corporations, due from station agents, U. S. P. O. Dept., Am. Express Co., etc...			Land Grant Income Bonds	2,031,000	00
Sundry other assets	1,009,161	77	Equipment Bonds	1,500,000	00
Income account	854,884	94	Debt certificates based on land contracts West Wisconsin Ry	261,501	30
	110,317	72	Floating debt covering pay rolls, unpaid vouchers for supplies, etc., not yet due, taxes, coupons outstanding, bills payable and accrued interest not yet due, etc	837,215	63
	\$14,876,216	93		\$14,876,216	93

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

CHARACTERISTICS OF ROAD.

Name of Division or Branch.	From	To	Miles.
1. Main line	Elroy	Lake St. Croix	177.7
Division or branches	North Wis. Junction ..	End of track	80
	Hudson	River Falls	12
Length of track owned ...			269.7
Total miles			269.7
2. Leased lines —			
Lake St. Croix to St. Paul, Minn.....			19.9
Branch — Stillwater Junction to Stillwater, Minn.....			8.8
Total of leased lines.....			28.7
Trackage of all lines operated —			
Wisconsin			269.7
Minnesota			23.7
Total			292.4

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.	Whole line.	In Wisconsin
1. Number of miles run by passenger trains.....	22,309	19,999
2. Number miles run by freight and mixed trains	43,680	37,495
3. Number miles run by wood, gravel and construction trains, and work trains.....	23,985	19,006
4. Mileage of switching trains.....	14,718	11,903
5. Total mileage	104,692	88,403
6. Proportion for Wisconsin (actual miles)		88,403
PASSENGER TRAFFIC.		
7. Total number of passengers carried.....	21,070	No record.
8. Number of passengers carried one mile (eastward) estimated.....	567,591	
9. Number of passengers carried one mile (westward) estimated.....	816,591	
10. Total number passengers carried one mile (estimated)	1,384,182	
11. Rate per passenger per mile on whole line (estimated)	02 $\frac{2}{10}$ cts.	
12. Rate per passenger per mile in Wisconsin		
13. Average distance traveled by each passenger, estimated on basis of year 1879	65 $\frac{41}{100}$ miles.	

TONNAGE OF FREIGHTS CARRIED.

(In Wisconsin approximate.)

	Tons.
1. Grain.....	863
2. Flour.....	5,700
3. Provisions, farm and animal products.....	238
4. Salt, cement, water lime and stucco.....	158
5. Manufactures, including agricultural implements, furniture and wagons. See merchandise, etc.....	98
6. Live stock	10,011
7. Lumber and forest products.....	904
8. Iron, lead, and mineral products.....	355
9. Stone, brick, lime, sand, etc.....	58
10. Coal.....	19,368
11. Merchandise and other articles.....	3,240
12. All other freights not above enumerated, Company's material, "No revenue"	40,998
13. Total freight in tons....	

St. Paul, Minneapolis & Omaha Railway Company.

MILEAGE AND TONNAGE.

Number of tons of freight carried one mile (estimated) —	
East	2,149,480
West	3,217,528
	<u>\$5,367,008</u>
Number of tons of freight carried (eastward)	13,917
Number of tons of freight carried (westward)	27,288
Average rate per ton per mile on all freights carried (est.),	<u>01.46 cts.</u>

MILEAGE EARNINGS FOR THE YEAR.

Earnings per mile of road on freight	\$247 50
Earnings per mile of road on passengers	132 77
Earnings per mile of road on mails, express and all other sources	14 43
Total earnings, per mile	<u>\$394 70</u>
Net earnings per mile	\$103 63
Earnings per train mile run, on freight, incl. switching	1 237
Earnings per train mile run, on passengers	1 737
Earnings per train passenger mile run, on mails, express and all other sources	189
Total earnings per train mile, not including work and wood trains	<u>\$1 428</u>
Net earnings per train mile	37.4 cts.
If the earnings of the entire line, what is the ratio of the passengers to the freight?	
Answer: On whole line, as 1 to 1.86. In Wisconsin, as 1 to 1.87.	
What is the rate of passenger per mile? Estimate	02.8 cts.
Number of passengers carried one mile (estimate)	1,384,182
Number of miles of operated road upon which above estimates are based	<u>291.9</u>

MISCELLANEOUS OPERATING EXPENSES.

Average operating expenses per mile of road	\$291 07
Average operating expenses per train mile, not including wood and work trains	1 054
Cost of maintaining track and bridges per mile run	359
Cost of repairs of engines per mile run	026
Cost of engineers and firemen per mile run	057
Cost of oil and waste per mile run	0056
Cost of fuel per mile run	<u>078</u>

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

EQUIPMENT.

	Owued.	Total.
Number of locomotives	37	37
Number of passenger cars	13	13
Number of baggage, mail and express cars.....	8	8
Number of parlor or sleeping cars .....	.....	.....
Number of freight cars (basis of 8 wheels)	1417	1417
Number of other cars, derrick cars .....	.....	1

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what term of service?
About \$60 per mile per annum on main line; about \$42 per mile per annum on Northern Division.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery; repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Co.
Take freight at depots and pay per diem on limited tonnage on main line and tariff rates on Northern Division and River Falls Branch.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?
We haul cars for all railroad companies and transportation lines in interchange of business, paying for use of same $\frac{3}{4}$ cent per mile per car for freight cars.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
Pullman Palace Sleeping cars are run on all passenger trains, for which this road pays 3 cents per mile run, which covers the use of same and ordinary repairs. In case of accident, this road pays the cost of repairs. About \$1 00 per double berth is charged in addition to regular first-class fare.

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

LANDS RECEIVED AND SOLD, Etc.

	C. St. P. & M. lands.	North Wis. lands.
1. Have any swamp or other state lands been granted your company since the date of your last report.....	None.	None.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report	None.	None.
3. What number of acres sold and conveyed since date of your last report.	322.54 acres.	720 acres.
4. Average price, per acre, realized.....	\$4.07 per acre.	\$6.32 per acre.
5. Number of acres now held by company	450,227.54 acres.	235,947.77 acres.
6. Average price asked for lands now held by company.....	No price fixed or estimated.	No price fixed or estimated.
7. Amount of land sold, but not conveyed, under contracts now in force.....	818.18 acres.	4,004.30 acres.
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report.....	\$1,325 00	\$4,003 25
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report	4,859 86	5,805 89
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report.....	Nothing.	None.
11. What amount of cash received for stumpage, trespasses, etc., since date of last report.....	\$440 45	\$2,490 56
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report	6,184 86	9,809 14
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time....	159,088 97	438,818 41
14. What is the amount now due the company on lands sold, or contracted to be sold	134,295 43 and some int.	110,056 30

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

ACCIDENTS.

No. of Accident.	STATEMENT OF EACH ACCIDENT.	PASSENGERS.				EMPLOYES.			
		From causes beyond their control.		By own misconduct or want of caution.		From causes beyond their control.		By own misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	T. G. Thomas, June 17, Baldwins, Wis.....								1
2	Rev'd Patrick Frowley, June 18, Camp Douglass.....			1					
	Totals on whole line			1					1

Both of above accidents were caused by jumping from the train while in motion.

FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID.

	Number killed.	Amount paid.
Cattle.....	22	\$378 00
Horses.....	4	895 00
Hogs		
Total	26	\$773 00

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

STATE OF MINNESOTA— *County of Ramsey* — ss.

E. W. Winter, General Superintendent, and C. D. W. Young, Auditor, of the Chicago, Minneapolis, St. Paul & Omaha Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

[SEAL.]

E. W. WINTER,
C. D. W. YOUNG,

Subscribed and sworn to before me at St. Paul, Minn., this twelfth day of November, A. D. 1880.

[SEAL.]

G. A. HAMILTON,
Notary Public.

Milwaukee & Northern Railroad Company.

REPORT

OF THE

MILWAUKEE & NORTHERN RAILROAD COMPANY,

For the Year Ending June 30, 1880.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Guido Pfister	Milwaukee.
Vice-President.....	James C. Spencer	Milwaukee.
Secretary.....	E. Mariner.....	Milwaukee.
Treasurer.....	E. Mariner.....	Milwaukee.

1. General Office at Milwaukee.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Guido Pfister	Milwaukee.	Frederick Vogel, Jr..	Milwaukee.
James C. Spencer.	Milwaukee.	Jesse Hoyt	New York.
Angus Smith	Milwaukee.	Allen S. Apgar.....	New York.

2. Date of Annual Election of Directors, first Monday in June.
3. Name and address of person to whom correspondence concerning this Report should be directed, Milwaukee.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

This company was organized June 1st, 1880, and was purchased of the Milwaukee & Northern Railway Company under foreclosure sale of June 5, 1880. It had been before that date, and is now operated by the Wisconsin Central Railroad, under a lease, and is included in the report of that company.

— COMMISSIONER.

Milwaukee & Northern Railroad Company.

CAPITAL STOCK.

Capital stock authorized by charter.....	\$2,200,000 00
Total amount of stock now outstanding	<u>\$2,155,000 00</u>

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
Milwaukee & Northern Railroad Company	New York.....	June 10, 1880.....		\$2,155,000
Bonds bear interest of 4 per cent. to June, 1881, 5 per cent. to June, 1882, and 6 per cent. thereafter.				
2. Total bonded indebtedness.....				<u>\$2,155,000</u>

RECAPITULATION.

1. Total of capital stock	\$2,155,000 00
2. Total of bonded indebtedness	<u>2,155,000 00</u>
4. Total of stock and debt	<u>\$4,310,000 00</u>
5. Capital stock per mile of road.....	\$17,323 00
6. Bonded indebtedness, per mile of road	<u>17,323 00</u>
8. Total of stock and debt, per mile.....	<u>\$34,646 00</u>
9. Number of miles of road on which stock and debt is apportioned, 124.4.	

Milwaukee & Northern Railroad Company.

CHARACTERISTICS OF ROAD.

— Name of Division or Branch.	From	To	Total Miles. —
Main line.....	Schwartzburg	Green Bay	104
Divisions or branches...	Hilbert.....	Menasha & Appleton	20.4
Length of track owned.....			124.4

EQUIPMENT.

Number of locomotives	9
Number of passenger cars	9
Number of baggage, mail and express cars	4
Number of parlor or sleeping cars	
Number of freight cars (basis of 8 wheels).....	256
Number of stock cars	

State of Wisconsin County of Milwaukee—ss.

James C. Spencer, Vice President, and Ephraim Mariner, Secretary of the Milwaukee and Northern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, believe them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1880, to the best of their knowledge and belief.

Signed,

JAMES C. SPENCER,
E. MARINER.

[Scribble]

Subscribed and sworn to, before me, this 17th day of November, A. D.

1880.

[Scribble]

FRANK M. HOYT,
Notary Public, Milwaukee County, Wis.

Projected Roads.

PROJECTED ROADS

AND

ROADS IN PROCESS OF CONSTRUCTION.

ST. CLOUD, GRANTSBURG & ASHLAND RAILROAD.

OFFICERS OF THE COMPANY.

NAMES.	OFFICERS.	ADDRESS.
J. M. Whaley.....	President.....	Hudson, Wis.
Chas. Stevenson	Vice-President.....	Grantsburg.
John G. Fleming	Secretary.....	Griffin.
Chas. Stevenson	Treasurer.....	Grantsburg.
Canute Anderson	Sup't and General Manager.	Grantsburg.
John E. Glover	Solicitor	Hudson.

DIRECTORS.	RESIDENCE.	DIRECTORS.	RESIDENCE.
John E. Glover	Hudson, Wis.	Ira Griffin.....	Oshkosh.
John G. Fleming	Griffin.	J. E. Anderson	Trade Lake.
Canute Anderson	Grantsburg.	J. A. Swenson	Trade Lake.
Andrew Ahlstrom .. .	Grantsburg.	I. Grettum	Anderson.
Simon Thoreson.....	Grantsburg.	August Cassel	Wood Lake.
Oliver Olson	Grantsburg.	J. M. Whaley.....	Hudson.
Chas. Stevenson	Grantsburg.		

Projected Roads.

CHICAGO, PORTAGE & SUPERIOR RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY.

OFFICERS.	NAMES.	ADDRESS.
President.....	Nelson Ludington.. ..	Chicago, Ill.
Vice President.....	A. A. Jackson.....	Janesville, Wis.
Secretary	L. S. Cutler	Chicago, Ill.
Treasurer.....	Wm. S. Conger	Elkhorn, Wis.
Solicitor	A. A. Jackson.....	Janesville, Wis.
Chief Engineer.....	Edward Ruger	Janesville, Wis.

EXECUTIVE COMMITTEE.

Nelson Ludington, A. A. Jackson, L. S. Cutler.

1. General Office at Chicago, Ill.
2. Principal office in Wisconsin, Janesville, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Nelson Ludington..	Chicago, Ill.	John C. Richberg..	Chicago, Ill.
A. A. Jackson	Janesville, Wis.	Edward Ruger....	Janesville, Wis.
L. S. Cutler.....	Chicago, Ill.	Thomas B. Seavey.	Chicago, Ill.
Wm. S. Conger	Elkhorn, Wis.	F. T. June	Chicago, Ill.
A. S. Barnes.....	New York.		

2. Date of annual election of directors, second Wednesday in June.

Projected Roads.

SUPERIOR & ST. CROIX RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY.

OFFICERS.	NAME.	ADDRESS.
President	Frederick Billings	23 Fifth av. N. Y.
Vice-President	Irvin W. Gates.	Superior, Wis.
Secretary	Hiram Hayes ..	Superior, Wis.
Treasurer	Hiram Hayes	Superior, Wis.

EXECUTIVE COMMITTEE.

Frederick Billings. Charles B. Wright. Johnston Livingston.
 Hiram Hayes.

1. General Office at Superior, Wis.
2. Principal Office in Wisconsin, Superior, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Frederi'k Billings	23 5th av. N. Y.	Irvin W. Gates	Superior, Wis.
Charles B. Wright	142 S. 3 st. Phil.	Hiram Hayes.....	Duluth, Minn.
Johns'on Living'n	New York.	H. W. Shaw.....	Superior, Wis.
George Gray....	23 5th av. N. Y.	James Bardon.....	Superior, Wis.
H. E. Sargeant...	St. Paul.		

3. Date of Annual Election of Directors, August 31.

Projected Roads.

JANESVILLE, BELOIT & ROCKFORD RAILWAY CO.—

OFFICERS AND OFFICES OF THE COMPANY OPERATING —

OFFICERS.	NAME.	ADDRESS.
President	M. C. Smith.....	Janesville.
Secretary	A. A. Jackson.....	Janesville.
Treasurer	Hiram Merrill	Janesville.
Attorney	A. A. Jackson.....	Janesville.

1. General offices at Janesville.
2. Principal office in Wisconsin, Janesville.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
S. S. Merrill.....	Milwaukee.	A. A. Jackson	Janesville.
John W. Cary.....	Milwaukee.	Hiram Merrill.....	Janesville.
P. M. Myers	Milwaukee.	Henry Palmer.....	Janesville.
D. A. Olin	Racine.	S. J. M. Putnam...	Janesville.
M. C. Smith.....	Janesville.		

3. Date of annual election of directors, not fixed.

Projected Roads.

MILWAUKEE & MADISON RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICES.	NAME.	ADDRESS.
President.....	Albert Keep	Chicago, Ill.
Vice-President.....	M. Hughitt	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
Secretary	J. B. Redfield	Chicago, Ill.

EXECUTIVE COMMITTEE.

Albert Keep.

Marvin Hughitt.

J. B. Redfield.

1. General Offices at Chicago, Ill.
2. Principal Office in Wisconsin, Milwaukee, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Frederick Stahl	Galena, Ill.	M. M. Kirkman....	Chicago, Ill.
Wm. F. Vilas	Madison, Wis.	C. C. Wheeler... ..	Chicago, Ill.
James H. Howe....	Kenosha, Wis.	J. B. Redfield.....	Chicago, Ill.
Albert Keep.....	Chicago, Ill.	E. H. Johnson. ...	Chicago, Ill.
M. Hughitt	Chicago, Ill.		

Projected Roads.

ROCK RIVER RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President....	Albert Keep.....	Chicago, Ill.
Vice President	Marvin Hughitt	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
Secretary.....	J. B. Redfield	Chicago, Ill.

EXECUTIVE COMMITTEE.

Albert Keep, M. Hughitt, J. B. Redfield.

1. In general offices at Chicago, Ill.
2. Principal office in Wisconsin, Janesville, Wis.

NAME OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Wm. A. Lawrence..	Janesville.....	M. Hughitt.....	Chicago, Ill.
Henry Palmer	Janesville	Albert Keep	Chicago, Ill.
J. J. R. Pease.....	Janesville	C. C. Wheeler	Chicago, Ill.
W. T. Van Kirk....	Janesville	E. J. Cuyler	Chicago, Ill.
A. P. Lovejoy.....	Janesville	J. B. Redfield.....	Chicago, Ill.
H. C. Wicker	Chicago.....		

3. Date of annual election of directors, first Thursday in June.

- 3. Date of annual election of directors, 1st Tuesday in October.**

Projected Roads.

MENOMINEE RIVER RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President.....	Albert Keep.....	Chicago.
Vice President	M. Hughitt	Chicago.
Treasurer	M. M. Kirkman	Chicago.
Secretary.....	J. B. Redfield	Chicago.

1. General offices at Chicago, Ill.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Albert Keep.....	Chicago.	M. M. Kirkman....	Chicago.
M. Hughitt.....	Chicago.	C. C. Wheeler.....	Chicago.
J. B. Redfield.....	Chicago.		

The Menominee Railway Company was consolidated October 15, 1880, with the Menominee River Railway Company of Michigan, the new company taking the name of "Menominee River Railway Company."

Projected Roads.

THE MENOMONIE RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President.....	John J. Carter	Menomonie, Wis.
Vice President.....	W. C. Pease.....	Menomonie, Wis.
Treasurer	F. J. McLean	Menomonie, Wis.
Secretary.....	F. J. McLean	Menomonie, Wis.

EXECUTIVE COMMITTEE.

John J. Carter. Samuel D. McKahon. F. J. McLean.

1. General offices at Menomonie, Wis.
2. Principal office in Wisconsin, Menomonie, Wis.

NAME OF DIRECTORS.	RESIDENCE.	NAME OF DIRECTORS.	RESIDENCE.
William Wilson....	Menomonie.	Sam. D. McKahon.	Menomonie.
John J. Carter	Menomonie.	Frank J. McLean .	Menomonie.
Walter C. Pease....	Menomonie.		

3. Date of Annual Election of Directors, July 15th.

Projected Roads.

EAU CLAIRE RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President.....	O. H. Ingram.....	Eau Claire.
Vice President	W. A. Rust	Eau Claire.
Treasurer	A. Huyssen.....	Eau Claire.
Secretary.....	L. E. Latmer.....	Eau Claire.

EXECUTIVE COMMITTEE.

O. H. Ingram.

A. Huyssen.

L. E. Latmer.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
O. H. Ingram.....	Eau Claire.	L. E. Latmer	Eau Claire.
D. Kennedy.....	Eau Claire.	S. W. McCauslin ..	Eau Claire.
C. A. Bullin.....	Eau Claire.	H. P. Graham	Eau Claire.
G. A. Ruffington ...	Eau Claire.	W. A. Rust.....	Eau Claire.
J. T. Moon	Eau Claire.	A. Huyssen	Eau Claire.
W. L. Kepler.....	Eau Claire.		

3. Date of annual election of Directors, second Monday in June.

*Projected Roads.***MILWAUKEE & DUBUQUE RAILWAY COMPANY.****OFFICERS AND OFFICES OF THE COMPANY.**

OFFICERS.	NAME.	ADDRESS.
President	H. M. Benjamin... ..	Milwaukee, Wis.
Vice President.....	Oliver Dalrymple	St. Paul, Minn.
Secretary.	W. F. Dalrymple.....	Milwaukee, Wis.
Treasurer	W. F. Dalrymple.....	Milwaukee, Wis.

EXECUTIVE COMMITTEE.

H. M. Benjamin,

W. F. Dalrymple,

W. B. Acocks.

1. General office at Milwaukee.
2. Principal office in Wisconsin, 142 Newhall House, Milwaukee.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
H. M. Benjamin....	Milwaukee.	Oliver Dalrymple..	St. Paul, Minn.
W. F. Dalrymple...	Milwaukee.	W. B. Acocks	Pittsfield, Pa.
C. W. Noyes	Milwaukee.	N. H. Dalrymple..	Sugar Grove, Pa.

3. Date of annual election of directors, June.

Projected Roads.

SPARTA & LAKE SUPERIOR RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY.

OFFICERS.	NAME.	ADDRESS.
President.....	Thomas B. Tyler.....	Sparta.
Vice-President	M. A. Thayer	Sparta.
Treasurer	J. T. Hemphill.....	Sparta.
Gen. Solicitor	S. M. Dickinson.....	Sparta.
Secretary.	Ira A. Hill.....	Sparta.

1. General Offices at Sparta.
2. Principal Office in Wisconsin, Sparta.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
H. Greve.....	Sparta.	Wm. Lohmiller....	Sparta.
Thomas B. Tyler...	Sparta.	M. A. Thayer.....	Sparta.
S. M. Dickinson ...	Sparta.	R. S. Kingman	Sparta.
Ira A. Hill.....	Sparta.	D. D. Cheney.....	Sparta.
John T. Hemphill..	Sparta.	Eli O. Rudd	Rudd's Mills.

Projected Roads.

MARSHFIELD & NEILLSVILLE RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	A. L. Smith	Appleton, Wis.
Vice President	Breese J. Stevens	Madison, Wis.
Manager	W. H. Upham	Marshfield, Wis.
Secretary and Treasurer	H. C. Sloan	Appleton, Wis.

1. General offices at Appleton, Wis.
2. Principal office in Wisconsin, Appleton, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A. L. Smith	Appleton, Wis.	Philetus Sawyer ...	Oshkosh, Wis.
J. P. Buck	Appleton, Wis.	D. Symes	Minneapolis.
H. C. Sloan	Appleton, Wis.	B. J. Stevens	Madison, Wis.
A. J. Webster	Neenah, Wis.	W. H. Upham	Marshfield, Wis.
A. Symes	Menasha, Wis.	F. J. Kirkland	Wisconsin.

3. Date of annual election of directors, first Tuesday in December.

ST. CROIX FALLS, SUPERIOR & SAULT STE MARIE
RAILWAY COMPANY.

DIRECTORS OF THE COMPANY.

NAME OF DIRECTORS.	RESIDENCE.	NAME OF DIRECTORS.	RESIDENCE.
C. C. Washburn	Madison, Wis.	Chas. P. Hatch	Min'apolis, M.
Wm. D. Washburn ..	Minneapolis, M.	J. S. Baker	St. Croix F., W.
Henry F. Wells	Minneapolis, M.	G. Van Steenwyk ..	La Crosse, Wis.
John Martin	Minneapolis, M.	Franklin Steele* ...	Wash'ton, D. C.
Chas. J. Martin	Minneapolis, M.		

* Deceased.

TABULATIONS
FROM
RAILROAD RETURNS
FOR THE
YEAR ENDING JUNE 30, 1880.

Mileage of Roads Operated.

TABLE No. 1. — MILEAGE OF ROADS OPERATED WHOLLY OR IN PART IN WISCONSIN,
For the year ending June 30, 1880.

NAME OF COMPANY.	LOCATION OF LINES.		LENGTH OF OPERATED ROAD.		LENGTH OF SIDINGS.		TOTAL MILEAGE OF LINES, INCLUDING SIDINGS.	
			Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
STANDARD GAUGE.	From.	To.						
Chicago, Mil & St. Paul —								
Chicago Div.	Milwaukee	Western Av. Chi.	82.20	37.60				
Chicago Div.	P. C. & St. Louis Jc.	Milwaukee Av. Chi.	.40					
Chicago Div.	Kinnickinnic.	Bay View	.75	.75				
La Crosse Div.	Milwaukee	La Crosse	196.89	196.89				
La Crosse Div.	La Crosse Line .....	.....	.75	.75				
Madison Div.	Watertown Junc.	Madison	36.55	36.55				
La Crosse Div.	New Lisbon	Necedah	12.86	12.86				
La Crosse Div.	La Crosse Bridge L. ....	.....	1.93	.97				
La Crosse Div.	Bridge Junction.	St. Paul	128.51					
River Div.	Bridge Junction.	South Minn. Junc.	3.35					
Northern Div.	Milwaukee	Portage	95.68	95.08				
Northern Div.	Horicon	Berlin	43.30	43.30				
Northern Div.	Rush Lake	Winneconne	14.80	14.80				
Northern Div.	Spring Street Junc.	Schwartzburg	5.34	5.34				
Prairie du Chien Div.	Stock Yards	P. du C. Div. Junc.	.66	.66				
Prairie du Chien Div.	Milwaukee	Prairie du Chien	194.40	194.40				
Southern Wisconsin Div.	Milton	Monroe	42.90	42.90				
Iowa & Minnesota Div.	McGregor	Minneapolis	215.42					
Iowa & Minnesota Div.	St. Paul Junction.	St. Paul	5.61					
Iowa & Minnesota Div.	Conover	Decorah	8.77					
Iowa & Dakota Div.	Calmar	Algona	126.11					
Iowa & Dakota Div.	Algona	Marion Junction	161.29					
Iowa & Dakota Div.	Austin	Mason City	39.33					
Iowa & Dakota Div.	Waubasha	Zumbrota	59.00					

Mileage of Roads Operated.

Hastings & Dakota Div.....	Hastings.....	Glencoe.....	74.14	.....	.....	.....	.....	.....	.....
Hastings & Dakota Div.....	Glencoe.....	Ortonville.....	127.96	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Sabula.....	Marion.....	86.80	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Farley.....	Springville.....	41.30	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Springville.....	Paralto.....	2.30	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Marion.....	Cedar R. pids.....	5.40	.....	.....	.....	.....	.....	.....
Madison & Portage R.....	Madison.....	Portage.....	39.00	.....	.....	.....	.....	.....	.....
Northern Div.....	Oakbush.....	Ripon.....	20.20	.....	.....	.....	.....	.....	.....
La Crosse Div.....	Viroqua.....	Viroqua.....	32.20	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Racine.....	Port Byron Junction.....	192.00	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Eagle.....	Elkhorn.....	16.50	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Watertown.....	Hamp'n Coal Mines.....	4.25	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Davenport.....	Fayette.....	125.60	.....	.....	.....	.....	.....	.....
Racine & Southwestern Div.....	Eldridge.....	Maquoketa.....	32.30	.....	.....	.....	.....	.....	.....
Iowa & Dakota Div.....	Milwaukee.....	Cement Mills.....	1.20	.....	.....	.....	.....	.....	.....
Iowa & Dakota Div.....	Marion Junction.....	Running Water.....	63.31	.....	.....	.....	.....	.....	.....
Iowa & Dakota Div.....	Marion Junction.....	Mitchell.....	44.30	.....	.....	.....	.....	.....	.....
Iowa & Dakota Div.....	Sioux City.....	Yankton.....	61.00	.....	.....	.....	.....	.....	.....
Iowa & Dakota Div.....	Davis Junction.....	Sioux Falls.....	74.00	.....	.....	.....	.....	.....	.....
Iowa & Dakota Div.....	Chicago.....	Byron.....	88.00	.....	.....	.....	.....	.....	.....
Southern Minnesota Div.....	La Crosse.....	Flandreau.....	311.00	.....	.....	.....	.....	.....	.....
Southern Minnesota Div.....	Wells.....	Mankato.....	40.00	.....	.....	.....	.....	.....	.....
Southern Minnesota Div.....	Fayette.....	Jc, Hest & D. Div.....	25.00	.....	.....	.....	.....	.....	.....
Chicago Div.....	Libertyville.....	Libertyville Junction.....	3.00	.....	.....	.....	.....	.....	.....
Prairie du Chien Div.....	Lone Rock.....	Richland Center.....	16.00	.....	.....	.....	.....	.....	.....
Chicago & Northwestern —	Chicago.....	Total No. miles.....	3,000.26	874.95	425.00	150.00	3,425.26	1,024.95	.....
Wisconsin Div.....	Chicago.....	Fort Howard.....	242.20	171.40	.....	.....	.....	.....	.....
Wisconsin Div.....	Appleton.....	Water Power Ext'n.....	3.63	3.63	.....	.....	.....	.....	.....
Wisconsin Div.....	Kenosha.....	Rockford.....	72.10	27.50	.....	.....	.....	.....	.....
Wisconsin Div.....	Chicago.....	Monroe.....	5.20	.....	.....	.....	.....	.....	.....
Galena Div.....	Chicago.....	E. E. Miss. R. Bridge.....	137.00	.....	.....	.....	.....	.....	.....
Galena Div.....	Chicago.....	Freeport.....	121.00	.....	.....	.....	.....	.....	.....
Galena Div.....	Elgin.....	Lake Geneva.....	45.04	8.70	.....	.....	.....	.....	.....
Galena Div.....	Geneva.....	St. Charles.....	2.40	.....	.....	.....	.....	.....	.....

Mileage of Roads Operated.

TABLE NO. 1.—MILEAGE OF ROADS OPERATED WHOLLY OR IN PART IN WISCONSIN—continued.

NAME OF COMPANY.	LOCATION OF LINES.		LENGTH OF OPERATED ROAD.		LENGTH OF SIDINGS.		TOTAL MILEAGE OF LINE, INCLUDING SIDINGS.	
			Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
STANDARD GAUGE.	Chicago & Northwest'n—con.							
	Galena Div.	Geneva	3.20					
	Galena Div.	Ch. So. Br. Junction	4.50					
	Iowa Div.	Stanwood	8.50					
	Madison Div.	Belvidere	68.90	48.80				
	Madison Extension	Madison	129.10	129.10				
	Madison Div.	Winona Junction	29.00	29.00				
	Peninsula Div.	Fort Howard	49.45	49.45				
	Peninsula Div.	Mich. State Line	64.65					
	Peninsula Div.	Escanaba	68.00					
	Peninsula Div.	Lake Angeline Mine	39.80					
	Peninsula Div.	Branches & Extensions	24.71					
	Peninsula Div.	Menominee R. Junction	85.00	40.24				
	Milwaukee Div.	Chicago	1,203.38	507.82	269.06	104.82	1,472.44	612.64
		Total miles owned						
	Leased lines:							
	C. H. I. & N. R. R.	East E. Miss. R. B.	1.10					
	C. H. I. & N. R. R.	Clinton	81.30					
	C. R. & M. R. R.	Cedar Rapids	271.60					
	C. R. & M. R. R.	Missouri River	2.60					
	Maple River R. R.	Lyons	60.15					
	Maple River R. R.	Mapleton	12.76					
	Des Moines & M. R. R.	Wall Lake	58.00					
		Callanan						
		Total of leased roads	487.51		64.72		552.23	

*Mileage of Roads Operated.*TABLE No. 1 — MILEAGE OF ROADS OPERATED WHOLLY OR PART IN WISCONSIN — *continued*

NAME OF COMPANY.	LOCATION OF LINE.		LENGTH OF OPERATED ROAD.				LENGTH OF SIDINGS.		TOTAL MILEAGE OF LINES, INCLUDING SIDINGS.	
			Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.		
STANDARD GAUGE.	Wisconsin Central, lessees of Milwaukee & Northern R'y	From.	To.							
		Schwarzburg	Green Bay	104.00						
		Hilbert	Menasha	15.70						
			Tot. mil. lines leas'd	119.70						
NARROW GAUGE.	Chicago & Tomah		Tot. mil. r'ds own'd	322.42						
			Tot. mil. rd's op'ted	442.12						
Fond du Lac, Amboy & Peoria	Galena & Wisconsin	Woodman	Conley	40.00						
		Lancaster Junction	Lancaster	12.00						
				52.00						
				30.00						
Fond du Lac, Amboy & Peoria	Galena & Wisconsin	Fond du Lac	Iron Ridge Junct'n	30.00						
				36.00						
				4.00						
				40.00						
Tot. mil. of all lines				6294.65		880.21		325.75		7124.86

Mileage of Roads Operated.

RECAPITULATION — MILES OF ROAD IN OPERATION JUNE 30, 1880.

NAME OF COMPANY.	LENGTH OF OPERATED ROAD.		LENGTH OF SIDINGS.		TOTAL MILEAGE, INCLUDING SIDINGS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
Chicago, Milwaukee & St. Paul.....	3,000.26	874.95	425.00	150.00	3,425.26	1,024.95
Chicago & North Western	1,690.89	507.82	333.78	104.82	2,024.67	612.64
Chicago, St. Paul, Minneapolis & Omaha	293.40	269.70			293.40	269.70
Chippewa Falls & Western	10.35	10.35	65	65	11.00	11.00
Green Bay & Minnesota	218.80	218.80	15.00	15.00	233.80	233.80
Milwaukee, Lake Shore & Western.....	214.80	214.80	13.50	13.50	228.30	228.30
Milwaukee & Northern	119.70	119.70			119.70	119.70
Mineral Point.....	51.00	49.00	6.50	6.50	57.50	55.50
North Western Union	62.63	62.63	7.32	7.32	69.95	69.95
Prairie du Chien & McGregor	2.00	1.75			2.00	1.75
Sheboygan & Western	78.40	78.40	6.00	6.00	84.40	84.40
Wisconsin Valley	108.00	108.00	12.00	12.00	120.00	120.00
Wisconsin Central	322.43	322.42	5.46	5.46	327.88	327.88
Chicago & Tomah	52.00	52.00	2.00	2.00	54.00	54.00
Fond du Lac, Amboy & Peoria.....	30.00	30.00	1.50	1.50	31.50	31.50
Galena & Wisconsin	40.00	30.00	1.50	1.00	41.50	31.00
Totals.....	6,294.65	2,950.32	830.21	335.75	7,124.86	3,276.07

1 Not reported.

Capital Stock, Debt, etc.

TABLE No. 2.— CAPITAL STOCK, DEBT, ETC.

NAME OF COMPANY.	CAPITAL STOCK.	DEBT.		TOTAL OF STOCK AND DEBT.			
		Bonded indebtedness.	Unfunded indebtedness.	Whole line.	Proportion for Wisconsin.	Average per mile.	
	\$	\$	\$	\$	\$	\$	cts.
STANDARD GAUGE.							
Chicago, Milwaukee & St. Paul	27,683,744 00	47,575,500 00	.....	75,259,244 00	21,947,456 00	25,084 00	
Chicago & Northwestern.....	36,812,500 53	36,391,000 00	3,508,290 88	76,711,791 41	30,581,869 80	60,319 27	
Chi., St. P., Minneap. & Omaha	6,321,500 00	7,456,000 00	1,098,716 93	14,876,216 93	14,876,216 93	55,158 39	
Chippewa Falls & Western.....	143,200 00	132,000 00	10,000 00	285,200 00	285,200 00	27,161 90	
Green Bay & Minnesota.....	7,995,900 00	3,979,860 00	1,682,666 92	13,658,426 92	13,658,426 92	62,474 50	
Milw., Lake Shore & Western.	6,000,000 00	1,492,000 00	447,762 82	7,939,762 82	7,939,762 82	36,962 00	
Mineral Point.....	1,200,000 00	320,000 00	79,622 22	1,599,622 22	1,427,878 80	48,473 39	
Northwestern Union.....	3,500,000 00	3,500,000 00	.....	7,000,000 00	7,000,000 00	111,767 52	
Prairie du Chien & McGregor.	100,000 00	.....	.....	100,000 00	87,500 00	50,000 00	
Sheboygan & Western.....	1,500,000 00	800,000 00	.....	2,300,000 00	2,300,000 00	29,336 73	
Wisconsin Central.....	11,435,500 00	9,900,000 00	110,468 77	21,445,968 77	21,445,968 77	65,300 10	
Wisconsin Valley.....	2,029,581 65	1,155,656 25	.....	3,185,237 90	3,185,237 90	29,492 94	
Milwaukee & Northern.....	2,155,000 00	2,155,000 00	.....	4,310,000 00	4,310,000 00	34,646 00	
Total of standard gauge roads..	106,876,926 18	114,857,016 25	6,937,528 04	228,671,470 47	128,845,517 53	40,454 21	
NARROW GAUGE.							
Chicago & Tomah.....	338,500 00	.....	.....	338,500 00	338,500 00	6,509 62	
Fond du Lac, Amboy & Peoria	125,000 00	.....	.....	245,700 00	245,700 00	7,856 65	
Gales & Wisconsin.....	210,385 00	.....	700 00	210,385 00	157,788 75	5,259 62	
Pine Riv. Valley & Stevens Pt.	32,475 00	34,500 00	.....	66,975 00	66,975 00	4,185 98	
Total of narrow gauge roads...	706,360 00	154,500 00	700 00	861,560 00	808,963 75	6,243 20	
Total of all roads.....	107,583,286 18	115,011,516 25	6,938,228 04	229,533,030 47	129,654,481 28	39,638 90	

Capital Stock.

TABLE No. 3.—CAPITAL STOCK.

NAME OF COMPANY.	AMOUNT AND KINDS OF STOCK.				No. miles of road on which estimates are made.	Stock per mile, for whole line.
	Preferred stock.	Common stock.	Total of stock.	Proportion for Wisconsin.		
STANDARD GAUGE.						
Chicago, Milwaukee & St. Paul.	\$ 12,279,483 00	\$ 15,404,261 00	\$ 27,683,744 00	\$ 8,073,264 00	3,000 26	\$ 9,227 00
Chicago & Northwestern.	21,702,844 56	16,109,655 97	36,812,500 53	15,634,680 53	1,203.38	30,590 92
Chi., St. P., Minneap. & Omaha.	1,000,000 00	5,321,500 00	6,321,500 00	6,321,500 00	269.70	35,574 00
Chippewa Falls & Western.	.....	143,200 00	143,200 00	143,200 00	10.50	13,638 09
Green Bay & Minnesota.	.....	7,995,900 00	7,995,900 00	7,995,900 00	218.80	36,544 83
Milwaukee, Lake Shore & West'n	5,000,000 00	1,000,000 00	6,000,000 00	6,000,000 00	214.80	27,932 00
Mineral Point.	.....	1,200,000 00	1,200,000 00	1,127,272 73	33.00	36,863 63
Northwestern Union.	2,500,000 00	1,000,000 00	3,500,000 00	3,500,000 00	62.63	55,883 76
Prairie du Chien & McGregor.	.....	100,000 00	100,000 00	87,500 00	2.00	50,000 00
Sheboygan & Western.	.....	1,500,000 00	1,500,000 00	1,500,000 00	78.40	19,132 65
Wisconsin Central.	2,000,000 00	9,435,500 00	11,435,500 00	11,435,500 00	326.73	34,999 85
Wisconsin Valley.	1,406,581 65	633,000 00	2,029,581 65	2,029,581 65	108.00	18,792 42
Milwaukee & Northern.	.....	2,155,000 00	2,155,000 00	2,155,000 00	124.00	17,323 00
Total of standard gauge roads	45,888,909 21	60,988,016 97	106,876,926 18	65,902,898 91	5,652.60	18,907 57
NARROW GAUGE.						
Chicago & Tomah.	.....	338,500 00	338,500 00	338,500 00	52.00	6,509 62
Fond du Lac, Amboy & Peoria.	.....	125,000 00	125,000 00	125,000 00	30.00	4,168 66
Galena & Wisconsin.	.....	210,385 00	210,385 00	157,788 75	40.00	5,259 62
Pine R. Valley & Stevens Point.	.....	32,475 00	32,475 00	32,475 00	16.00	2,020 68
Total of narrow gauge roads.	.....	706,360 00	706,360 00	653,763 75	138.00	5,118 55
Total of all roads.	45,888,909 21	61,694,376 97	107,583,286 18	66,556,663 66	5,790 60	18,579 12

Funded and Unfunded Debt.

TABLE No. 4. — FUNDED AND UNFUNDED DEBT.

NAME OF COMPANY.	BONDED INDEBTEDNESS.		UNFUNDED INDEBTEDNESS.		Total indebtedness.	Miles of road on which estimates are made.	BONDED INDEBTEDNESS PER MILE.
	Whole line.	Wisconsin.	Whole line.	Wisconsin.			Whole line.
	\$	\$	\$	\$	\$	cts.	cts.
STANDARD GAUGE.							
Chicago, Milwaukee & St. Paul.	47,575,500 00	13,874,192 00	3,508,290 88	1,087,625 81	47,575,500 00	3,000 00	15,857 00
Chicago & Northwestern	36,391,000 00	15,356,809 65	1,098,716 93	1,098,716 93	39,899,290 88	1,203 38	27,581 48
Chi., St. P., Minneap. & Omaha	7,456,000 00	7,456,000 00	10,000 00	10,000 00	8,554,716 93	269 70	81,719 38
Chippewa Falls & Western	182,000 00	132,000 00	1,682,666 92	1,682,666 92	132,000 00	10 50	12,571 43
Green Bay & Minnesota	3,979,860 00	3,979,860 00	447,763 32	447,763 32	5,662,526 92	218 80	18,189 47
Milw. Lake Shore & Western	1,492,000 00	1,492,000 00	79,622 22	74,796 42	1,939,792 32	214 80	6,946 00
Mineral Point.....	320,000 00	300,606 07			339,632 22	33 00	9,696 97
Northwestern Union.....	3,500,000 00	3,500,000 00			3,500,000 00	62 63	55,983 76
Prairie du Chien & McGregor	None.	None.					
Sheboygan & Western	800,000 00	800,000 00			800,000 00	78 40	10,204 08
Wisconsin Central.....	9,900,000 00	9,900,000 00	110,468 77	110,468 77	10,010,468 77	326 73	30,300 25
Wisconsin Valley	1,155,656 25	1,155,656 25			1,155,656 25	108 00	10,700 52
Milwaukee & Northern.....	2,155,000 00	2,155,000 00			2,155,000 00	124 40	17,323 00
Total of standard gauge roads	114,857,016 25	60,102,123 97	6,937,528 04	4,512,037 17	121,794,544 29		20,326 51
NARROW GAUGE.							
Chicago & Tomah.....	None.						
Fond du Lac, Amboy & Peoria	120,000 00	120,000 00	700 00	700 00	120,700 00	30 00	3,666 66
Galena & Wis.....	None.	None.					
Pine River Valley & Stevens Pt.	34,500 00	34,500 00			34,500 00	16 00	2,156 25
Total of narrow gauge roads..	154,500 00	154,500 00	700 00	700 00	155,200 00		3,368 70
Total of all roads	115,011,516 25	60,256,623 97	6,938,228 04	4,512,737 17	121,949,744 29		20,189 51

Cost of Roads and Equipment.

TABLE No. 5.—COST OF ROADS AND EQUIPMENT.

NAME OF COMPANY.	Cost of line Sept. 30, 1879.	PAID DURING THE YEAR.				TOTL COST OF LINE, JUNE 30, 1880.				COST OF ROAD PER MILE.			
		For construc- tion, etc.		For equip- ment.		Whole line.		Wisconsin.		Whole line.		Wisconsin.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
STANDARD GAUGE.													
Chicago, Milwaukee & St. Paul	60,495,466	18		831,810	26	73,836,637	28	27,019,695	21	32,243	00	32,243	00
Chicago & Northwestern	72,499,585	14		560,293	93	73,937,696	23	31,201,317	04	61,443	56	61,443	56
Chi., St. Paul, Min. & Omaha	12,187,724	93		173,679	33	12,510,456	00	12,510,456	00	43,099	37	43,099	37
Chippewa Falls & Western	183,093	30		11	70	183,105	09	183,105	09	17,438	58	17,438	58
Green Bay & Minn. ¹	12,329,567	67		51,158	13	12,420,763	93	12,430,763	93	53,125	59	53,125	59
Mil., Lake Shore and Western	7,080,456	70		710,762	48	7,999,634	28	7,999,634	28	37,242	24	37,242	24
Mineral Point	1,159,348	00		269	94	1,159,557	94	1,089,281	72	35,138	12	35,138	12
Northwestern Union	3,154,054	22		72,696	01	3,226,750	23	3,226,750	23	51,520	85	51,520	85
Prairie du Chien & McGregor	100,000	00				100,000	00	87,500	00	50,000	00	50,000	00
Sheboygan & Western						1,500	613	1,500	613	19,140	48	19,140	48
Wisconsin Central	19,823,023	38		24,050	69	19,884,128	36	19,884,128	36	60,857	98	60,857	98
Wisconsin Valley	1,789,984	18		917,939	90	2,827,859	77	2,827,859	77	26,183	88	26,183	88
Milwaukee & Northern ¹													
Total of standard gauge roads.	190,702,303	79		1,971,206	78	209,587,202	42	119,951,104	94	43,366	40	44,707	82
NARROW GAUGE.													
Chicago & Tomah ²													
Fond du Lac, Amboy & Peoria	225,700	00		15,764	16	248,859	79	243,859	79	8,128	64	8,128	64
Galea & Wisconsin	237,777	50				227,777	50	170,833	20	5,694	44	5,694	44
Pine River Val. & Stevens Pt.	94,476	75				94,476	75	94,476	75	5,904	79	5,904	79
Total of narrow gauge roads	547,954	25		15,764	16	566,114	04	509,169	74	6,582	72	6,700	00
Total of all roads	191,250,258	04		16,929,456	06	210,153,316	46	120,460,274	68	42,723	81	43,658	79

¹ As per report of 1879. ² In this table the C., St. P., M. & O., St. P. & M., Hadson & River Falls, and North Wisconsin are combined as far as figures are obtainable, and the cost for 1879 is the cost for 1880 as per balance sheet, less the amount of construction and equipment for the year.³ Including sidings. ⁴ No report of cost of Milwaukee & Northern. ⁵ Road in process of construction in 1879, and cost not reported.

General Exhibit for the Year.

TABLE No. 6.—GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1880.

NAME OF COMPANY.	TOTAL INCOME.		OPERATING EXPENSES.				EXCESS OF EARNINGS OVER OPERATING EXPENSES.				Per cent of operating expenses to earnings.	Per cent of operating expenses and taxes to earnings.		
	Whole line.		Wisconsin.		Whole line.		Wisconsin.		Whole line.				Wisconsin.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.			\$	cts.
Chicago, Mil. & St. Paul,	11,425,125	03	6,229,564	52	6,044,926	83	3,122,515	00	5,380,198	20	3,107,049	52	54.00	57.00
Chicago & Northwestern	16,155,122	75	8,392,877	64	6,749,723	24	2,092,524	07	9,405,399	51	1,300,353	57	41.78	44.05
C. St. P., M & Omaha ¹	115,214	46	102,938	22	85,063	44	75,999	93	30,151	02	26,938	29	73.83	77.29
Chicago, St. P. & M. ²	1,171,100	73	1,033,262	15	594,862	73	524,847	39	576,238	00	508,414	76	50.79	54.56
Chippewa Falls & West.	33,605	37	33,605	37	14,055	28	14,055	28	19,550	09	19,550	09	42.00	43.00
Green Bay & Minnesota.	401,082	25	401,082	25	248,768	06	248,768	06	152,314	19	152,314	19	66.9	67.2
Hudson & River Falls ³ .	20,071	48	20,071	48	11,351	75	11,351	75	8,642	40	8,642	40	56.56	56.94
Mil., Lake Shore & West	368,506	74	368,506	74	217,847	68	217,847	68	150,659	06	150,659	06	59.4	59.9
Mineral Point.....	106,167	77	102,004	32	72,530	65	69,636	33	33,637	12	32,317	99	71.00	73.00
Northwestern Union....	336,399	83	336,399	83	229,383	84	229,383	84	107,015	99	107,015	99	68.19	73.88
North Wisconsin ⁴	115,851	08	115,851	08	47,706	49	47,706	49	68,144	59	68,144	59	41.18	41.56
Pr. du Ch'n & McGregor	53,655	50	46,948	56	24,327	99	21,286	99	29,327	51	25,661	57	45.00	47.00
Sheboygan & F'd du Lac ⁵	71,256	96	71,256	96	83,448	98	83,448	98	12,192	02	12,192	02	117.4	117.66
Sheboygan & Western ⁶ ..	11,204	51	11,204	51	15,750	36	15,750	36	4,545	85	4,545	85	140.57	140.57
Wisconsin Central	993,218	05	993,218	05	568,095	14	568,095	14	425,122	91	425,122	91	57.00	57.70
Wisconsin Valley	292,072	59	292,072	59	173,217	84	173,217	84	118,894	75	118,894	75	60.00	62.00
Chicago & Tomah ⁷	27,112	70	27,112	70	13,392	79	13,392	79	13,719	91	13,719	91	49.50	49.97
Chicago & Tomah ⁸	4,605	41	4,605	41	7,886	35	7,886	35	3,250	94	3,250	94	171.24	171.24
F'd du Lac, Amb. & Peor.	39,690	88	39,690	88	19,996	05	19,996	05	19,694	83	19,694	83	50.37	50.78
Galena & Wisconsin ⁹ ..	16,621	30	12,465	98	12,860	61	9,645	46	3,760	69	2,820	52	77.37	77.37
Galena & Wisconsin ¹⁰ ..	3,464	36	2,632	91	5,932	38	4,449	29	2,468	02	1,816	98	171.24	171.24
Pine Riv. Val & Stev's Pt	18,205	90	18,205	90	11,638	40	11,638	40	6,567	50	6,567	50	63.00	64.00
Total of all roads.....	31,779,355	65	13,655,578	05	15,252,766	88	7,583,493	47	16,526,588	77	6,072,084	58	48.00	.....

11 month. 211 months. 411 months. 510 months. 610 months. 710 months. 82 months. 910 months. 10 months. 11 Defect.

¹ 1 month. ² 11 months. ³ 11 months. ⁴ 11 months. ⁵ 10 months. ⁶ 2 months. ⁷ 10 months. ⁸ 2 months. ⁹ 10 months. ¹⁰ 2 months. ¹¹ Deficit.

Total Earnings for the Year.

TABLE NO. 7.—EARNINGS FOR THE YEAR ENDING JUNE 30, 1880.

NAME OF COMPANY.	PASSENGER EARNINGS.		FREIGHT EARNINGS.		MAILS, EXPRESS AND ALL OTHER SOURCES.		TOTAL EARNINGS.	
	Whole line.		Whole line.		Whole line.		Whole line.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul.	2,755,067	94	1,281,492	35	7,616,997	75	4,191,735	99
Chicago & Northwestern.....	3,370,183	70	841,724	01	12,139,566	62	2,402,459	03
Chi. St. P., Min. cap. & Omaha ¹	38,757	09	34,500	46	72,244	93	64,671	18
Chicago, St. Paul & Minnap. ²	321,977	35	284,080	61	815,220	32	719,268	87
Chippewa Falls & Western.....	18,350	20	18,350	20	14,123	28	14,123	28
Green Bay & Minnesota.....	86,320	56	86,320	56	291,633	33	291,633	33
Hudson & River Falls ³	5,606	68	5,606	68	14,274	60	14,274	60
Mil., Lake Shore & Western....	111,792	81	111,792	81	242,489	14	242,489	14
Mineral Point	22,248	52	21,376	03	79,054	57	75,954	38
Northwestern Union.....	141,550	30	141,550	30	178,247	33	178,247	33
North Wisconsin ⁴	18,594	27	18,594	27	93,925	79	93,925	79
Prairie du Chien & McGregor..	25,259	52	25,259	52	40,304	92	40,304	92
Sheboygan & Fond du Lac ⁵	5,067	58	5,067	58	5,339	25	5,339	25
Sheboygan & Western ⁶	253,910	19	253,910	19	699,742	20	680,742	20
Wisconsin Central	55,655	55	55,655	55	229,868	60	229,868	60
Wisconsin Valley.....	4,253	42	4,253	42	21,400	08	21,400	08
Chicago & Tomah ⁷	1,105	35	1,105	35	3,320	01	3,320	01
Chicago & Tomah ⁸	8,317	00	8,317	00	29,494	79	29,494	79
Fond du Lac, Amboy & Peoria.	5,096	06	3,822	05	10,136	44	7,602	33
Galena & Wisconsin ⁹	931	48	707	92	2,397	43	1,822	05
Galena & Wisconsin ¹⁰	2,653	73	2,653	73	14,075	47	14,075	47
Pine Riv. Valley & Stevens Pt..	7,252,699	28	3,206,140	57	22,604,856	85	9,322,752	62
Total.....	7,252,699	28	3,206,140	57	22,604,856	85	9,322,752	62

¹ 1 month. ² 11 months. ³ 11 months. ⁴ 11 months. ⁵ 10 months. ⁶ 2 months. ⁷ 10 months. ⁸ 2 months. ⁹ 10 months. ¹⁰ 2 months.

¹¹ Exclusive of earnings of elevators.

Income and Disbursements.

TABLE No. 8.—INCOME AND DISBURSEMENTS.

NAME OF COMPANY.	Receipts.		TOTAL DISBURSEMENTS.					
	\$	cts.	Operating Expenses	Interest paid.	Divide'ds paid	Taxes paid.	Rentals paid.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul ...	11,425	125 03	6,044,926 83	2,522,047 48	1,783,819 36	334,825 92		
Chicago & Northwestern	16,155	122 75	6,749,723 24	2,234,853 00	2,405,521 00	367,005 69	1,447,281 56	
Chicago, St. P., Minneap. & Omaha ²	115,214	46	85,063 44	35,507 99		3,980 95	4,024 64	
Chicago, St. Paul & Minneapolis ³ .	1,171,100	73	594,862 73	270,623 27		44,127 13	44,736 90	
Chippewa Falls & Western	33,605	37	14,055 28	10,592 72		283 34		
Green Bay & Minnesota	401,082	25	248,768 06			1,294 96	19,715 89	
Hudson & River Falls ⁴	20,071	48	11,351 75			77 33		
Milwaukee, Lake Shore & Western.	368,506	74	217,847 68	93,619 66		1,842 24		
Mineral Point	106,167	77	72,530 65	32,000 00		972 98		
Northwestern Union	336,399	83	229,383 84	244,842 50		17,478 15		
North Wisconsin ⁵	115,851	08	47,706 49	18,538 33		1,444 50		
Prairie du Chien & McGregor	53,655	50	24,327 99	No interest.		1,018 41		
Sheboygan & Fond du Lac ⁶	71,256	96	33,448 98			392 00		
Sheboygan & Western ⁷	11,204	51	15,750 36					
Wisconsin Central	993,218	05	568,095 14	10,000 00		5,387 07	183,301 16	
Wisconsin Valley	292,072	59	173,217 84	38,752 00		6,777 88	3,372 33	
Chicago & Tomah ⁸	27,112	70	13,392 79			155 00		
Chicago & Tomah ⁹	4,605	41	7,886 35					
Fond du Lac, Amboy & Peoria.....	39,690	88	19,996 05	6,643 41		72 75		
Galena & Wisconsin ¹⁰	16,621	30	12,860 61					
Galena & Wisconsin ¹¹	3,464	36	5,932 38					
Pite River Valley & Stevens Point	18,205	90	11,638 40	3,075 45		80 00	5 00	
Total	31,779,355 65		15,252,766 88	5,521,095 81	4,189,340 86	785,216 30	1,702,437 48	

¹ Receipts include elevator earnings, \$28,843 39, which are not included in gross earnings in Table No. 7. ² 1 month. ³ 11 months. ⁴ 11 months. ⁵ 11 months. ⁶ 10 months. ⁷ 2 months. ⁸ 10 months. ⁹ 2 months. ¹⁰ 10 months. ¹¹ 2 months.

Passenger Traffic.

TABLE NO. 9. — PASSENGER TRAFFIC.

NAME OF COMPANY.	PASSENGER EARNINGS ON WHOLE LINE.		PASSENGERS CARRIED.		PASSENGERS CARRIED ONE MILE.		RATE PER PASSENGER PER MILE.	
	For year end- ing Sept. 30, 1879.	For year end- ing June 30, 1880.	Whole line.		Whole line.		Whole line.	
	\$	cis.	\$	cis.	Whole line.	Wisconsin.	Whole line.	Wis.
Chicago, Milwaukee & St. Paul	2,141,269 15		2,755,067 94		1,892,952	891,866	94,522,848	2.92
Chicago & North-western	2,853,180 94		3,370,183 70		3,782,723	1,028,634	129,608,304	2.60
Chi., St. P. Min. & Omaha ¹			38,737 09		21,070	18,636	1,384,308	2.80
Chi., St. Paul & Minneapolis ²	280,421 80		321,977 35		175,771	155,469	11,497,213	2.80
Chippewa Falls & Western	13,971 48		18,350 20		40,370	40,370	363,470	3.90
Green Bay & Minnesota	79,843 98		86,320 56		58,662	58,662	2,683,310	3.21
Hudson & River Falls ³			5,606 08					
Min., Lak.-Shore & Western	86,254 42		111,792 81		97,490	97,490	3,396,539	3.29
Mineral Point	21,462 16		22,243 52		28,015		588,315	4
North-western Union	105,926 57		141,550 30		114,332	114,332	4,297,647	3.29
North Wisconsin ⁴	15,481 59		18,504 27		16,528	16,528	413,206	4.50
Sheboygan & Fond du Lac ⁵			25,250 52		In. S. & W.	In. S. & W.	Inc. S. & W.	Inc.
Sheboygan & Western ⁶	27,155 12		5,067 58		33,716	33,716	624,702	3.56
Western Union	144,045 47							
Wisconsin Central	202,315 36		253,910 19		194,176	194,176	8,048,833	3.155
Wisconsin Valley	44,308 35		55,655 55		43,535	43,535	1,021,386	4.7
Chicago & Tomah ⁷	2,708 99		4,253 42					
Chicago & Tomah ⁸			1,105 35		1,534	1,534	32,717	3.20
Fond du Lac, Amboy & Peoria	6,924 67		8,317 00		14,314	14,314	286,293	2.90
Galena & Wisconsin ⁹			5,096 06					
Galena & Wisconsin ¹⁰	1,483 35		931 48		1,469	1,100	26,914	3.31
Pine River Val. & Stevens Pt.	2,141 50		2,653 73		7,138	7,138	42,955	2.5
Total	6,033,894 90		7,252,699 28		6,493,705	2,717,500	258,838,834	106,426,115

¹ 1 month. ² 11 months. ³ 11 months. ⁴ 11 months. ⁵ 10 months. ⁶ 2 months. ⁷ 10 months. ⁸ 2 months. ⁹ 10 months. ¹⁰ 2 months.¹¹ Consolidated with Chicago, Milwaukee & St. Paul.

Freight Earnings.

TABLE No. 10.—FREIGHT TRAFFIC.

NAME OF COMPANY.	FREIGHT EARNINGS ON WHOLE LINE.		NUMBER OF TONS CARRIED.		NUMBER TONS CARRIED ONE MILE.		RATE PER TON PER MILE.	
	Year ending Sept. 30, 1879.	Year ending June 30, 1880.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	whole line.	Wisconsin.
	\$	\$					\$	\$
Chi., Milwaukee & St. Paul	5,943,874 84	7,616,997 75	2,927,120	1,451,736	442,907,736	242,251,915	1 72	1 73
Chicago & Northwestern...	10,713,848 71	12,139,566 62	5,328,581	1,651,946	828,741,231	179,340,129	1 46.5	1 06
Chi., St. P., Min. & Omaha ¹	.....	72,244 98	40,993	36,697	5,867,008	4,804,545	1 46	1 46
Chi., St. P. & Minneapolis ²	756,728 23	815,220 32	365,540	327,231	56,944,982	50,977,148	1 46	1 46
Chippewa Falls & Western.	12,688 19	14,123 28	12,008	12,008	126,070	126,070	1 17	1 17
Green Bay & Minnesota	244,193 59	291,633 33	131,197	131,197	20,809,421	20,809,421	1 40	1 40
Hudson & River Falls ³	.....	14,274 60	.....	.....	.....	.....	.....	.....
Mil., Lake Shore & Western	188,829 01	242,489 14	187,392	187,392	12,464,993	12,464,993	1 94	1 94
Mineral Point.	86,874 62	79,054 57	55,000	53,000	2,810,508	2,810,508	20	20
Northwestern Union	159,536 24	178,247 33	273,109	273,109	9,153,168	9,153,168	1 95	1 95
North Wisconsin ⁴	60,790 37	93,925 79	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac ⁵	49,659 07	40,304 92	33,070	33,070	928,400	928,400	4 34	4 34
Sheboygan & Western ⁶	.....	5,339 25	7,210	7,210	158,163	158,163	3 37	3 37
Western Union	591,523 00	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central	552,405 55	690,742 20	365,682	365,682	35,763,421	35,768,421	1 93	1 93
Wisconsin Valley	154,190 36	229,868 60	139,523	139,523	10,404,045	10,404,045	2 20	2 20
Chicago & Tomah ⁷	.....	21,400 08	.....	.....	.....	.....	.....	.....
Chicago & Tomah ⁸	9,487 08	3,320 01	2,250	2,250	73,891	73,891	4 49	4 49
Fond du L. Amboy & Peoria	17,739 77	29,494 79	28,512	28,512	457,052	457,052	6 23	6 23
Galena & Wisconsin ⁹	.....	10,136 44	.....	.....	.....	.....	.....	.....
Galena & Wisconsin ¹⁰	2,269 70	2,397 43	1,731	1,298	56,839	42,629	4 23	4 23
Pine Riv. Val. & Stev. Point	13,461 66	14,075 47	9,446	9,446	141,710	141,710	.....	.....
Total	19,557,055 19	22,604,855 85	9,908,364	4,711,307	1,427,313,638	570,712,208	.....	.....

¹ 1 month. ² 11 months. ³ 11 months. ⁴ 10 months. ⁵ 10 months. ⁶ 2 months. ⁷ 10 months. ⁸ 2 months. ⁹ 10 months. ¹⁰ 2 months.

Passenger Earnings.

TABLE No. 11.—TOTAL PASSENGER EARNINGS.

NAME OF COMPANY.	TOTAL PASSENGER EARNINGS.		PASSENGER EARNINGS PER MILE.		PASSENGER EARNINGS PER TRAIN MILE.	
	Whole line.		Whole line.		Whole line.	
	\$	cts.	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul.....	2,755,067	94	1,281,492	35	1,490	11
Chicago & Northwestern.....	3,370,183	70	841,724	01	1,661	48
Chicago, St. Paul, Minneapolis & Omaha ¹	38,757	09	34,500	46	124	88
Chicago, St. Paul & Minneapolis ²	321,977	35	284,050	61	132	77
Chippewa Falls & Western.....	18,350	20	18,350	20	1,598	69
Green Bay & Minnesota.....	86,320	56	86,320	56	1,598	69
Hudson & River Falls ³	5,606	68	5,606	68	1,747	64
Milwaukee, Lake Shore & Western.....	111,792	81	111,792	81	350	04
Mineral Point.....	22,248	52	21,376	03	467	22
Northwestern Union.....	141,550	30	141,550	30	512	81
North Wisconsin ⁴	18,594	27	18,594	27	436	24
Sheboygan & Fond du Lac ⁵	25,259	52	25,259	52	2,260	10
Sheboygan & Western ⁶	5,067	58	5,067	58	1	79.21
Wisconsin Central.....	253,910	19	253,910	19	265	63
Wisconsin Valley.....	55,655	55	55,655	55	322	19
Chicago & Tomah ⁷	4,253	42	4,253	42	387	73
Chicago & Tomah ⁸	1,105	35	1,105	35	466	43
Fond du Lac, Amboy & Peoria.....	8,317	00	8,317	00	515	33
Galena & Wisconsin ⁹	5,096	06	3,822	05	127	49
Galena & Wisconsin ¹⁰	931	48	707	92	277	23
Pine River Valley & Stevens Point.....	2,653	73	2,653	73	152	90
Total.....	7,252,099	28	3,206,140	57	1,076	79
			1,276	73	1	18
						1 07

¹ 1 month. ² 11 months. ³ 11 months. ⁴ 11 months. ⁵ 10 months. ⁶ 10 months. ⁷ 10 months. ⁸ 2 months. ⁹ 10 months. ¹⁰ 2 months.

Total Freight Earnings.

TABLE NO. 12.—TOTAL FREIGHT EARNINGS.

NAME OF COMPANY.	TOTAL FREIGHT EARNINGS.		FREIGHT EARNINGS PER MILE.		FREIGHT EARNINGS PER TRAIN MILE.	
	Whole line.		Wisconsin.		Whole line.	
	\$	cts.	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul.....	7,616,997	75	4,191,735	99	3,176	39
Chicago & Northwestern	12,139,566	62	2,402,459	03	4,874	11
Chicago, St. Paul, Minneapolis & Omaha ¹	72,244	93	64,671	18	1,82	1 53
Chicago, St. Paul & Minneapolis ²	815,220	32	719,268	87	247	50
Chippewa Falls & Western	14,123	28	14,123	28	4,047	77
Green Bay & Minnesota.....	291,633	33	291,633	33	1,345	07
Hudson & River Falls ³	14,274	60	14,274	60	1,182	62
Milwaukee, Lake Shore & Western.....	242,489	14	242,489	14	1,189	55
Mineral Point.....	79,054	57	75,954	38	1,112	33
Northwestern Union.....	178,247	33	178,247	33	1,150	09
North Wisconsin ⁴	93,925	79	93,925	79	2,846	04
Sheboygan & Fond du Lac ⁵	40,304	92	40,304	92	1,341	79
Sheboygan & Western ⁶	5,339	25	5,339	25	514	09
Wisconsin Central.....	690,742	20	690,742	20	408	51
Wisconsin Valley	229,868	60	229,868	60	1,521	41
Chicago & Tomah ⁷	21,400	08	21,400	08	2,128	41
Chicago & Tomah ⁸	3,320	01	3,320	01	.....	.....
Fond du Lac, Amboy & Peoria.....	29,494	79	29,494	79	382	93
Galena & Wisconsin ⁹	10,136	44	7,602	33	983	16
Galena & Wisconsin ¹⁰	2,397	43	1,822	05	304	12
Pine River Valley & Stevens Point.....	14,075	47	14,075	47	359	97
Total.....	22,604,856	85	9,332,752	62	879	71
					1 75	1 79

¹ 1 month. ² 11 months. ³ 11 months. ⁴ 11 months. ⁵ 2 months. ⁶ 2 months. ⁷ 10 months. ⁸ 2 months. ⁹ 10 months. ¹⁰ 2 months.

Earnings and Operating Expenses.

TABLE NO. 13. — EARNINGS AND OPERATING EXPENSES PER MILE.

NAME OF COMPANY.	TOTAL EARNINGS PER MILE.		OPERATING EXPENSES PER MILE.		NET EARNINGS PER MILE.	
	Whole line.		Whole line.		Whole line.	
	\$	cts.	\$	cts.	\$	cts.
Chicago, Milwaukee & St. Paul	4,555 60	6,760 92	2,626 58	3,541 11	1,959 02	3,219 81
Chicago & Northwestern	9,886 01	6,697 22	4,355 03	4,855 03	5,530 98	2,566 77
Chicago, St. Paul, Minneapolis & Omaha ¹	394 70	394 70	291 07	291 07	103 63	103 63
Chicago, St. Paul & Minneapolis ²	5,814 80	5,814 80	2,953 64	2,953 64	2,861 16	2,861 16
Chippewa Falls & Western	3,200 51	3,200 51	1,338 59	1,338 59	1,861 91	1,861 91
Green Bay & Minnesota	1,626 41	1,626 41	1,098 55	1,098 55	532 45	532 45
Milwaukee, Lake Shore & Western	1,690 39	1,690 39	999 30	999 30	691 09	691 09
Mineral Point	2,081 72	2,081 72	1,441 24	1,441 24	640 47	640 47
Northwestern Union	5,371 22	5,371 22	3,941 59	4,941 59	1,429 63	1,429 63
North Wisconsin ³	1,655 01	1,655 01	681 52	681 52	973 49	973 49
Sheboygan & Fond du Lac ⁴	908 89	908 89	1,069 40	1,069 40	.....	.....
Sheboygan & Western ⁵	857 27	857 27	1,205 08	1,205 08	.....	.....
Wisconsin Central	2,080 68	2,080 68	1,271 57	1,271 57	526 58	526 58
Wisconsin Valley	2,704 37	2,704 37	1,666 63	1,666 63	1,037 74	1,037 74
Chicago & Tomah ⁶	531 19	531 19	909 61	909 61	Deficit.	Deficit.
Fond du Lac, Amboy & Peoria	1,323 03	1,323 03	666 53	666 53	654 07	654 07
Galena & Wisconsin ⁷	498 69	48 69	385 86	385 86	112 83	112 83
Galena & Wisconsin ⁸	520 19	520 19	890 75	890 75	Deficit.	Deficit.
Pine River Valley & Stevens Point	1,137 86	1,137 86	727 40	727 40	254 25	254 25
Total	5,594 30	4,574 84	2,685 03	2,515 64	2,909 27	2,059 07

¹ One month. ² Eleven months. ³ Ten months. ⁴ Two months. ⁵ Two months. ⁶ Ten months.

Total Earnings and Operating Expenses.

TABLE NO. 14. — EARNINGS AND OPERATING EXPENSES PER TRAIN MILE.

NAME OF COMPANY.	TOTAL EARNINGS PER TRAIN MILE.		OPERATING EXPENSES, PER TRAIN MILE.		NET EARNINGS, PER TRAIN MILE.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chicago, Milwaukee & St. Paul.....	1 61	1 98	92	1 04	69	94
Chicago & Northwestern.....	1 73	1 84	75 77	75 77	96 23	96 23
Chicago, St. Paul, Minneapolis & Omaha ¹	1 42 8	1 42 8	1 05 4	1 05 4	37 4	37 4
Chicago, St. Paul & Minneapolis ²	1 44 6	1 43 8	73 4	73 4	71 2	70 8
Chippewa Falls & Western.....	3 60	3 60	71	71	97	97
Green Bay & Minnesota.....	2 05 9	2 05 9	63	63	35	35
Milwaukee, Lake Shore & Western.....	1 09	1 09	46	46	53	53
Mineral Point.....	1 43	1 43	99	99	44	44
Northwestern Union.....	2 06 8	2 06 8	1 51 8	1 51 8	55 06	55 06
North Wisconsin ³	1 58 1	1 58 1	65 1	65 1	93	93
Sheboygan & Fond du Lac ⁴	95 42	95 42	1 12 30	1 12 30		
Sheboygan & Western ⁵	69 92	69 62	98 29	98 29		
Wisconsin Central.....	1 28 90	1 28 90	74 50	74 50	55 90	55 90
Wisconsin Valley.....	1 52	1 52	95	95	57	57
Chicago & Tomah ⁶	78 60	78 60	1 34 60	1 34 60	Deficit	Deficit
Fond du Lac, Amboy & Peoria.....	98 50	98 50	48 07	48 07	47 12	47 12
Galena & Wisconsin ⁷	78 59	78 59	1 35	1 35	Deficit	Deficit
Galena & Wisconsin ⁸	91	91	58	58	20 5	20 5
Pine River Valley & Stevens Point.....						
Total.....	1 41	1 33	67 6	72 8	73 2	59 7

¹ 1 month; ² 11 months; ³ 11 months; ⁴ 2 months; ⁵ 2 months; ⁶ 2 months; ⁷ 2 months; ⁸ 10 months.

Train Mileage.

TABLE No. 15.—TRAIN MILEAGE.

NAME OF COMPANY.	MILES RUN BY PAS- SENGER TRAINS.		MILES RUN BY FREIGHT AND MIXED TRAINS.		MILES RUN BY WOOD, GRAVEL AND CONSTRU- TION TRAINS.		MILES RUN BY SWITCHING TRAINS.	
	Whole line.	Wisconsin line.	Whole line.	Wisconsin line.	Whole line.	Wis- consin.	Whole line.	Wisconsin
Chicago, Milwaukee & St. Paul	2,323,166	958,702	4,508,118	1,984,870	773,749	225,588	1,543,206	852,209
Chicago & Northwestern	2,710,182	960,762	6,670,804	1,567,220	412,719	240,000	.....	.....
Chicago, St. P., Minneapolis & Omaha ¹	23,809	19,999	43,680	37,405	23,945	19,006	14,718	11,903
Chicago, St. Paul & Minneapolis ²	248,764	224,049	426,598	370,807	113,822	101,015	134,316	123,683
Chippewa Falls & Western	12,896	12,896	6,448	6,448	.....	.....	1,200	1,200
Green Bay & Minnesota	166,500	166,500	207,960	207,960	36,670	36,670	17,240	17,240
Milwaukee, Lake Shore & Western	98,871	98,871	238,868	238,868	75,466	75,466	65,068	65,068
Mineral Point .....	.....	.....	73,580	70,694	1,930	1,854	.....	.....
Northwestern Union	78,982	78,982	88,647	83,647	26,792	26,792	.....	.....
North Wisconsin ³ .....	.....	.....	64,251	64,251	32,605	32,605	9,014	9,014
Sheboygan & Fond du Lac ⁴	36,862	36,862	37,813	37,813	16,663	16,663	3,789	3,789
Sheboygan & Western ⁵	8,012	8,012	8,012	8,012	460	460	.....	.....
Wisconsin Central	869,499	269,499	360,544	360,544	91,078	91,078	90,832	90,832
Wisconsin Valley	61,200	61,200	89,370	89,370	23,700	22,700	18,200	18,200
Chicago & Tomah ⁶ .....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Tomah ⁷ .....	.....	.....	5,860	5,860	1,224	1,224	.....	.....
Fond du Lac, Amboy & Peoria .....	.....	.....	36,960	36,960	450	450	300	300
Galena & Wisconsin ⁸ .....	.....	.....	4,408	4,408	921	691	.....	.....
Pine River Valley & Stevens Point .....	.....	.....	19,968	19,968	.....	.....	.....	.....
Total	6,187,243	2,991,334	12,891,569	5,198,273	1,631,234	892,262	1,897,868	1,193,437

¹ 1 month. ² 11 months. ³ 11 months. ⁴ 10 months. ⁵ 2 months. ⁶ 10 months. ⁷ 3 months. ⁸ 3 months.

Train Mileage.

TABLE No. 16. — TRAIN MILEAGE.

NAME OF COMPANY.	TOTAL MILEAGE, YEAR END- ING SEPTEMBER 30, 1879.		TOTAL MILEAGE, YEAR ENDING JUNE 30, 1880.	
	Whole Line.	Wisconsin.	Whole line.	Wisconsin.
Chicago, Milwaukee & St. Paul.....	6,945,879	3,543,438	9,148,339	4,016,369
Chicago & Northwestern	9,848,941	2,323,745	9,804,347	2,772,690
Chicago, St. Paul, Minneapolis & Omaha ¹ .....	.....	.....	104,692	88,403
Chicago, St. Paul & Minneapolis ²	884,499	810,925	923,500	819,053
Chippewa Falls & Western.....	20,544	20,544	20,544	20,544
Green Bay & Minnesota	355,993	355,993	428,370	428,370
Milwaukee, Lake Shore & Western.....	362,607	362,607	478,273	478,273
Mineral Point.....	76,090	73,046	75,510	72,558
Northwestern Union.....	180,519	180,519	189,421	189,421
North Wisconsin ³	Not reported.	Not reported.	105,870	115,870
Sheboygan & Fond du Lac ⁴.....	.....	.....	95,127	95,127
Sheboygan & Western ⁵.....	.....	.....	16,484	16,484
Western Union.....	676,338	270,733	.....	.....
Wisconsin Central.....	808,221	808,221	911,953	911,953
Wisconsin Valley.....	130,680	130,680	191,470	191,470
Chicago & Tomah ⁶	12,896	12,896	7,084	7,084
Fond du Lac, Amboy & Peoria.....	15,490	15,490	42,390	42,390
Galena & Wisconsin ⁷	5,860	4,395	5,329	3,997
Pine River Valley & Stevens Point.....	19,968	19,968	19,968	19,968
Total	20,345,020	8,933,196	22,568,571	10,280,024

¹ 1 month; ² 11 months; ³ 11 month.; ⁴ 10 months; ⁵ 13 months; ⁶ 2 months; ⁷ 2 months; ⁸ 10,643 excursion trains; ⁹ 4,708 excursion trains.

Tonnage of Freights.

TABLE NO. 17.—TONNAGE OF FREIGHTS.

NAME OF COMPANY.	Grain.		Flour.		Provisions.		Salt, Cement Water Lime and Stucco.		Manufact'rs, including agricultural implements, fur- niture and wagons.		Live Stock.		Lumber and Forest Prod'ts.	
	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.
Chicago, Milwaukee & St. P.	745,066	1,644	248,946	1,680	41,780	745	40,501	1,800	42,179	355	166,434	800	527,923	1,075
Chicago & Northwestern	903,536	...	214,020	...	125,068	...	156,748	...	700,069	...	472,109	...	567,212	...
C. St. P., Minn'rs & Omaha	56,863	...	5,700	...	2,238	...	158	...	...	...	98	...	10,011	...
Chicago, St. P. & Minn'rs	56,624	...	79,754	...	2,314	...	655	...	...	...	2,006	...	75,547	...
Chippewa Falls & Western	1,725	390	2,154	890	249	630	286	190	140	900	50	...	1,421	470
Green Bay & Minnesota	30,452	...	6,247	...	1,671	1,000	1,224	1,000	2,743	...	1,727	...	71,489	...
Mil., Lake Shore & Western	28,595	1,660	6,111	515	8,255	376	1,950	1,474	16,712	169	4,068	1,020	48,062	740
Mineral Point	19,674	...	104	...	15	...	853	...	368	...	10,480	...	3,857	...
Northwestern Union	76,470	...	8,193	...	4,007	...	89,033	...	8,193	...	11,197	...	53,256	...
Sheboygan & Fond du Lac	2,364	...	243	...	67	...	1,099	...	51	...	292	...	1,219	...
Sheboygan & Western	44,654	799	10,938	1,686	7,789	411	3,279	1,255	16,300	695	8,130	1,629	181,262	38
Wisconsin Central	2,653	755	941	845	515	780	398	625	34	305	243	250	123,258	470
Wisconsin Valley	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chicago & Tomah	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Galena & Wisconsin	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pine River Val. & Stev's Pt.	3,288	1,490	873	850	389	1,540	115	...	183	1,940	1,214	390	840	400
Total	1,915,913	738	584,227	466	192,449	1,482	206,307	344	785,974	364	678,050	89	1,667,858	1,193

1 month 2 11 months 3 months 4 months 5 months 6 months 7 months 8 months 9 months 10 months 11 months 12 months

Tonnage of Freights.

TABLE No. 17, PART 2. — TONNAGE OF FREIGHTS — continued.

NAME OF COMPANY.	Iron, lead and mineral products.		Stone, brick, lime, sand, etc.		Coal.		Merchandise and other articles.		All other freights not above enumerated.		Total freight in tons.	
	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.	Tons.	lbs.
Chicago, Milwaukee & St. Paul.....	144,189	40	133,832	1,760	196,375	550	295,106	1,005	344,782	1,892	2,927,119	1,946
Chicago & Northwestern	616,152	.....	.....	.....	453,078	.....	894,948	.....	285,641	.....	5,832,581	.....
Chicago, St. Paul, Minneapolis & Omaha	904	.....	355	.....	58	.....	19,368	.....	3,240	.....	40,993	.....
Chicago, St. Paul & Minneapolis ?	4,733	.....	1,492	.....	285	.....	115,011	.....	27,119	.....	365,540	.....
Chippewa Falls & Western.....	.....	.....	346	1,100	488	920	2,274	274	2,871	968	12,007	732
Green Bay & Minnesota	402	1,000	782	1,000	3,154	.....	8,305	.....	.....	.....	131,197	.....
Milwaukee, Lake Shore & Western	16,542	249	8,360	700	7,584	1,972	42,188	1,381	.....	.....	187,391	1,556
Mineral Point	7,474	.....	120	.....	2,121	.....	10,547	.....	.....	.....	55,118	.....
Northwestern Union .....	.....	.....	.....	.....	.....	.....	.....	.....	22,670	.....	273,109	.....
Sheboygan & Fond du Lac ? .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38,070	.....
Sheboygan & Western ?	9	.....	.....	.....	42	.....	.....	.....	1,824	.....	7,210	.....
Wisconsin Central	8,438	1,831	6,387	1,896	5,573	1,301	21,536	309	51,390	1,051	365,682	901
Wisconsin Valley	43	206	605	350	518	390	6,871	335	8,438	255	139,523	545
Chicago & Tomah .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,250	.....
Fond du Lac, Amboy & Peoria.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28,511	1,844
Gallina & Wisconsin ? .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,731	.....
Pine River Valley & Stevens Point ....	.....	11,500	.....	211	410	60	1,540	1,381	180	41	9,446	350
Total.....	798,889	820	152,493	1,216	669,288	1,973	1,357,546	1,484	743,018	254	9,908,480	1,274

1 1 month; 2 11 months; 3 10 months; 4 2 months; 5 2 months; 6 2 months.

Equipment.

TABLE No. 19.—EQUIPMENT.

NAME OF COMPANY.	Number of locomotives.	Number of passenger cars.	Number of baggage, mail and express cars.	Number of parlor or sleeping cars.	No. of freight cars, basis of 8 wheels.	Number of other cars.
Chi., Milwaukee & St. Paul ..	344	141	109	18	8,791	73
Chicago & Northwestern.....	373	185	90	3	10,324	102
C., St. P., Minneap. & Omaha.	37	13	8	.....	1,417	1
Chippewa Falls & Western...	1	1	1	.....	4	.....
Green Bay & Minnesota.....	19	13	4	.....	578	4
Milw., Lake Shore & Western	23	5	2	2	493	7
Mineral Point.....	5	4	2	.....	54	.....
North Wisconsin.....	4	3	1	.....	190	.....
Sheboygan & Western.....	5	3	2	.....	146	.....
Wisconsin Central.....	29	13	6	4	819	29
Wisconsin Valley.....	7	4	2	.....	600	.....
Chicago & Tomah.....	3	1	1	.....	74	.....
Fond du Lac, A. & Peoria....	2	1	1	.....	30	3
Galena & Wisconsin.....	2	.....	.....	.....	27	.....
Pine River Val. & Stevens Pt.	1	.....	1	.....	12	.....
Totals.....	855	387	230	27	23,559	218

Table of Accidents.

TABLE No. 20.—TABLE OF ACCIDENTS FOR THE YEAR ENDING JUNE 30, 1880.

NAME OF COMPANY.	PASSENGERS.						EMPLOYEES.						OTHERS.		NUMBER OF EACH CLASS.						Total.			
	From causes beyond their control.			By mismanagement or want of caution.			From causes beyond their control.			By mismanagement or want of caution.			From causes beyond their control.		By mismanagement or want of caution.		Killed.			Injured.				
	Kil.	Inj.	Lost.	Kil.	Inj.	Lost.	Kil.	Inj.	Lost.	Kil.	Inj.	Lost.	Kil.	Inj.	Lost.	Kil.	Inj.	Lost.	Pas- sengers.	Em- ployees.		Others.	Pas- sengers.	Em- ployees.	Others.
Chicago, Milwaukee & St. Paul...	7	3	3	5	23	17	115	...	...	...	22	32	...	22	22	10	138	32	44	180	...	...	...	...
Chicago & Northwestern.....	3	1	2	4	8	26	66	...	...	...	40	31	...	5	30	40	5	74	31	75	110	...	...	...
Chi., St. P., Minneapolis & Omaha.	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
Chicago, St. Paul & Minneapolis.	...	...	...	6	6	6	...	...	...	...	...	2	...	...	...	...	...	12	2	...	...	...	...	...
Chippewa Falls & Western.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Green Bay & Minnesota.....	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hudson & River Falls.....	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mil., Lake Shore & Western....	...	...	...	...	...	1	5	...	...	...	...	...	...	...	...	...	...	5	...	1	5	...	...	...
Mineral Point.....	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northwestern Union.....	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	1	...	1	...	...	...	...
North Wisconsin.....	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Prairie du Chien & McGregor..	...	...	...	3	...	...	1	...	...	...	...	1	...	...	...	...	...	4	1	...	...	...	...	...
Sheboygan & Fond du Lac....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western Union.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wisconsin Central.....	...	...	...	...	...	2	30	...	...	...	5	3	...	2	5	...	...	30	3	7	83	...	...	...
Wisconsin Valley.....	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chicago & Tomah.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fond du Lac, Amboy & Peoria..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Galena & Wisconsin.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pine River Valley & Stevens P't.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total on whole line.....	3	8	2	8	9	40	49	224	...	...	67	70	5	58	67	16	264	70	130	350	...	...	...	...
In Wisconsin.....	...	...	2	2	2	22	19	126	...	...	29	27	...	21	29	2	148	27	50	177	...	...	...	...

EARNINGS AND EXPENSES
OF
WISCONSIN RAILROADS

FROM JANUARY, 1872, TO JUNE 30, 1880.

Chicago, Milwaukee & St. Paul Railway Co. — Earnings.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Comparative Statement of Earnings and Expenses — whole line.

EARNINGS.

MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January ..	\$ 459,619 88	\$ 392,868 01	\$ 631,723 84	\$ 454,070 88	\$ 522,532 16	\$ 873,324 88	\$ 637,137 63	\$ 588,712 85	\$ 756,750 95
February ..	386,364 44	422,058 98	636,616 35	309,878 05	513,957 79	396,099 39	650,869 50	467,984 88	731,636 74
March ...	424,406 40	552,222 84	563,705 96	480,081 53	560,892 84	460,214 00	648,439 16	612,353 11	868,859 15
April	464,517 07	558,980 38	689,421 01	605,691 02	592,684 74	480,964 47	746,155 00	638,687 46	837,026 85
May	547,607 69	754,469 68	865,693 85	654,975 05	748,136 26	576,781 02	774,743 86	793,513 19	1,029,939 17
June	560,449 84	837,433 32	815,714 34	682,581 19	830,259 02	544,367 96	615,745 77	756,016 91	936,021 73
July	461,278 80	802,901 65	722,345 83	781,606 77	660,693 47	594,910 43	635,060 88	742,141 60	.....
August ...	544,600 04	744,163 44	660,355 30	589,603 00	548,725 68	659,927 49	507,313 09	692,032 23	.....
September ..	780,040 99	1,145,987 54	763,077 51	696,017 04	617,653 74	1,131,749 68	661,815 76	994,104 37	.....
October ..	915,485 34	970,380 57	813,030 52	914,424 85	787,909 43	1,136,392 20	803,546 49	1,263,472 55	.....
November ..	677,814 72	739,469 12	661,090 50	864,852 90	729,203 60	864,522 09	789,952 24	1,078,996 48	.....
December ..	509,972 68	820,703 10	651,121 35	740,959 73	597,567 06	659,128 80	706,221 74	1,045,299 83	.....
Totals ..	6,722,417 29	8,731,667 14	8,478,956 36	7,780,802 06	7,710,215 22	7,818,324 86	8,226,591 12	9,668,320 40	.....

Chicago, Milwaukee & St. Paul Railway Co. — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	314,918 76	400,579 17	405,452 34	329,046 14	368,962 37	331,946 77	335,401 39	395,961 58	468,735 93			
February ..	324,540 99	412,412 87	423,364 02	347,677 53	328,974 28	333,728 59	360,827 83	858,786 08	483,106 09			
March	331,652 87	521,762 12	436,704 31	346,625 86	346,986 91	294,387 62	892,376 41	390,870 70	503,394 88			
April	338,933 65	533,764 79	460,879 57	361,998 23	383,418 32	302,634 88	445,312 36	438,953 66	592,430 85			
May	435,132 52	542,629 27	578,293 05	419,838 14	427,924 73	326,667 02	427,972 80	444,065 63	671,611 95			
June	407,947 26	578,512 12	544,238 91	474,007 82	456,446 61	343,182 51	399,332 06	408,824 97	613,405 16			
July	381,348 54	688,822 37	520,663 66	521,828 73	454,104 73	332,018 79	398,460 93	474,628 38	.....			
August ...	424,461 94	628,156 08	520,543 12	431,934 91	413,669 96	396,957 39	362,394 68	455,648 92	.....			
September ..	420,100 31	701,202 65	571,847 20	455,514 42	424,313 17	571,699 64	401,661 16	491,216 04	.....			
October ..	473,676, 17	625,352 70	441,184 26	487,583 36	413,936 09	479,713 59	420,604 34	546,027 66	.....			
November ..	423,006 57	537,400 47	401,714 96	453,563 29	408,619 56	450,944 88	419,298 44	497,818 41	.....			
December ..	399,896, 39	463,068 13	447,729 89	459,016 24	390,612 21	375,604 06	364,334 22	500,527 32	.....			
Totals...	4,695,615 97	6,583,662 74	5,752,615 29	5,093,634 67	4,877,368 94	4,478,975 68	4,728,126 57	5,403,359 35	.....			

1 Earnings and expenses of elevators are not included in these statements.

Western Union Railroad — Earnings.

THE WESTERN UNION RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$ 60,397 71	\$ 58,139 87	\$ 63,300 45	\$ 72,226 72	\$ 77,997 25	\$ 67,625 08	\$ 87,523 92	\$ 80,208 06
February.....	54,269 45	58,698 92	63,854 96	60,720 54	80,910 00	58,629 15	68,061 65	65,238 22
March	51,053 50	55,841 14	68,405 26	78,550 91	93,108 37	69,044 07	74,599 24	79,701 61
April ..	53,467 81	55,809 29	75,149 44	72,170 29	70,137 82	65,202 21	79,225 91	72,204 12
May	70,056 50	73,834 75	98,732 57	79,128 60	80,937 65	76,031 23	96,781 81	97,402 33
June	85,627 96	119,565 64	129,793 20	90,449 98	104,292 13	69,241 35	71,439 40	87,658 06
July	63,944 31	107,726 63	100,129 62	124,511 37	80,569 31	81,193 62	66,864 53	1
August.....	75,902 17	113,517 56	111,036 42	110,298 01	78,758 18	104,333 56	102,238 41	.....
September.....	105,512 48	102,127 19	110,289 06	119,890 46	91,970 21	136,697 08	121,767 88	.....
October	94,825 81	128,757 56	122,201 20	125,598 10	117,146 37	121,893 77	116,141 55	.....
November.....	67,673 01	121,188 18	95,899 35	117,593 34	92,587 49	92,234 44	87,796 74	.....
December	64,380 50	82,427 50	87,316 28	109,372 69	79,480 62	82,928 24	87,200 40	.....
Totals	847,111 21	1,137,634 23	1,122,107 81	1,160,430 01	1,047,915 40	1,025,058 79	1,061,731 44	482,412 40

Western Union Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	54,520 47	57,006 56	50,743 72	55,533 41	55,523 54	51,679 77	65,357 79	58,944 28	
February	50,034 79	65,731 24	51,387 93	53,886 91	56,037 70	44,989 03	55,146 43	47,599 78	
March	49,850 60	62,150 11	53,178 90	56,765 43	61,924 40	45,383 44	63,889 41	53,048 79	
April	59,973 77	55,595 94	59,969 27	59,928 12	61,730 60	45,303 41	64,372 19	59,556 83	
May	65,764 99	65,683 39	68,038 07	62,035 07	69,971 45	56,833 71	63,048 84	64,083 33	
June	60,010 55	78,561 73	73,133 20	68,974 16	73,774 66	54,471 77	60,459 99	60,426 40	
July	55,897 20	77,760 43	74,016 72	71,953 04	68,132 01	56,637 71	56,388 15	.....	
August	60,337, 27	82,804 84	71,751 11	87,737 72	68,250 11	67,224 13	72,059 08	.....	
September	61,321 30	93,493 96	70,767 80	81,231 65	87,545 65	71,944 14	57,378 60	.....	
October	66,034 41	88,171 70	74,334 30	75,876 19	79,653 55	69,311 03	65,438 42	.....	
November	60,098 48	89,040 76	63,104 35	78,405 85	57,099 16	71,886 68	62,507 37	.....	
December	59,116 35	62,240 66	57,668 84	77,909 98	56,675 99	63,454 61	67,329 43	.....	
Totals	702,960 18	878,241 37	768,164 21	830,237 53	799,369 43	699,019 43	753,775 70	343,659 50	

1 Consolidated with Chicago, Milwaukee & St. Paul, July, 1879.

Chicago & Northwestern Railway—Expenses.

CHICAGO AND NORTHWESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

Month.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January ..	\$ 774,856 40	\$ 752,407 57	\$ 1,014,513 85	\$ 825,468 69	\$ 808,842 06	\$ 721,023 55	\$ 997,780 34	\$ 943,174 50	\$ 1,064,299 73
February.	714,121 88	765,249 09	900,764 79	671,784 30	854,026 56	714,116 27	1,004,194 05	881,585 37	1,048,536 66
March	846,393 96	967,258 86	1,024,060 77	970,053 77	944,449 81	804,556 20	994,864 10	999,688 37	1,288,814 15
April	900,375 59	1,084,022 55	1,080,193 35	1,024,389 26	919,997 57	858,894 52	1,138,474 35	1,024,286 53	1,163,843 26
May	1,074,779 30	1,256,072 33	1,280,595 88	1,164,458 67	1,090,751 53	930,014 47	1,346,003 14	1,312,007 50	1,710,371 98
June	1,070,459 86	1,300,578 57	1,163,522 42	1,052,890 52	1,232,407 40	927,143 22	962,153 82	1,286,114 41	1,528,361 55
July	1,029,937 73	1,249,444 84	1,011,685 05	1,257,892 17	1,015,992 18	934,887 04	1,066,284 85	1,215,760 86	.....
August....	1,196,700 27	1,316,327 14	1,118,370 66	1,098,634 14	986,682 81	1,141,310 08	1,179,254 60	1,244,453 35	.....
September.	1,303,304 21	1,520,688 10	1,254,255 36	1,206,906 39	1,182,830 20	1,559,367 71	1,347,007 44	1,581,904 42	.....
October ..	1,433,948 47	1,516,583 25	1,407,974 96	1,400,168 45	1,403,992 79	1,471,214 08	1,459,089 12	1,928,748 69	.....
November.	1,067,388 67	1,075,907 55	1,065,725 84	1,196,833 03	1,117,349 04	1,138,119 12	1,304,358 62	1,418,977 90	.....
December	859,779 04	1,052,915 15	1,030,027 53	933,339 12	909,640 58	928,747 69	991,210 26	1,217,020 20	.....
Totals...	12,272,063 98	13,816,464 59	13,361,690 46	12,811,228 51	12,467,542 57	12,129,394 89	13,791,179 26	14,998,752 10	.....

Chicago & Northwestern Railway—Expenses.

EXPENSES.

January ..	743,129 87	886,983 72	898,416 10	750,697 20	608,016 89	694,931 83	648,725 11	684,018 90	660,953 85
February.	579,149 11	848,536 90	739,953 47	611,975 36	576,787 97	536,487 68	600,503 85	559,479 38	594,850 15
March...	647,867 55	721,789 85	950,509 47	752,684 77	524,987 41	464,240 76	498,287 83	528,453 18	539,128 38
April.....	574,040 44	725,583 36	847,007 17	720,481 54	538,613 28	444,270 73	487,125 51	481,535 47	596,947 39
May.....	408,811 97	778,532 93	440,486 54	422,387 35	371,652 40	249,278 23	499,186 62	465,244 77	558,850 15
June	565,324 99	1,051,024 99	901,834 81	770,096 19	720,950 22	685,757 21	685,052 75	624,777 63	741,909 92
July	614,425 39	582,863 43	552,914 85	647,645 12	598,033 63	581,819 20	578,352 74	568,319 59	.....
August...	667,659 55	764,053 90	674,295 75	770,933 65	703,232 12	578,943 15	570,863 55	575,391 52	.....
September	585,495 67	751,719 32	667,945 70	734,045 17	577,150 64	563,143 06	538,855 85	542,944 58	.....
October...	670,741 37	891,665 63	694,459 66	707,555 82	586,099 46	608,655 80	505,399 32	604,095 45	.....
November	558,814 19	706,082 55	645,862 65	644,517 42	504,739 91	552,736 91	497,571 91	584,369 28	.....
December.	554,348 79	666,195 98	598,704 91	514,006 87	468,154 85	470,126 51	509,972 28	548,850 04	.....
Totals...	7,169,808 39	9,375,632 56	8,597,391 14	8,047,476 46	6,778,528 58	6,430,391 07	6,598,895 82	6,767,474 79	.....

Expenses include taxes.

Chicago & Northwestern Railway — Expenses.

CHICAGO AND NORTHWESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

Month.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January ..	\$ 774,886 40	\$ 752,467 57	\$ 1,014,513 85	\$ 825,468 69	\$ 808,842 06	\$ 721,023 55	\$ 997,780 34	\$ 943,174 50	\$ 1,064,299 73
February.	714,121 88	765,249 09	900,764 79	671,784 30	854,626 56	714,116 27	1,004,194 05	881,585 37	1,048,536 66
March	846,393 96	967,258 36	1,024,060 77	970,053 77	944,449 81	804,556 20	994,864 10	999,088 37	1,238,814 15
April	900,375 59	1,084,022 55	1,080,193 35	1,024,389 26	919,997 57	858,894 52	1,198,474,35	1,024,286 53	1,162,843 26
May	1,074,779 30	1,256,072 33	1,290,595 88	1,164,458 67	1,090,751 53	930,014 47	1,346,003 14	1,312,007 50	1,710,371 98
June	1,070,459,86	1,309,578 57	1,163,522 42	1,052,890 52	1,232,407 40	927,143 22	962,153 82	1,286,114 41	1,528,361 55
July	1,029,957 73	1,249,444 84	1,011,085 05	1,257,892 17	1,015,992 13	934,887 94	1,066,284 85	1,215,760 86	.....
August....	1,196,700 27	1,316,327 14	1,118,370 66	1,098,634 14	986,682 81	1,141,810 08	1,179,254 60	1,244,483 35	.....
September	1,308,304 21	1,520,688 10	1,254,255 36	1,206,806 39	1,182,830 20	1,559,367 71	1,347,007 44	1,581,904 42	.....
October ..	1,433,948 47	1,516,583 25	1,407,974 96	1,400,168 45	1,403,992 79	1,471,214 06	1,459,099 12	1,928,748 69	.....
November	1,067,386 67	1,075,907 55	1,065,725 84	1,196,333 03	1,117,349 04	1,138,119 12	1,304,858 62	1,418,977 90	.....
December	859,779 64	1,052,915 15	1,080,027 53	938,339 12	909,640 58	928,747 69	991,210 26	1,217,020 20	.....
Totals..	12,272,068 98	13,816,464 59	13,361,690 46	12,811,228 51	12,467,542 57	13,129,394 88	13,791,179 26	14,998,752 10	.....

Chicago & Northwestern Railway—Expenses.

[illegible]

1 Expenses include taxes.

Chippewa Falls & Western Railway — Earnings.

CHIPPEWA FALLS & WESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1876.	1877.	1878.	1879.	1880.
January	\$ 1,915 84	\$ 1,730 33	\$ 1,699 48	\$ 1,588 04	\$ 1,833 87
February	1,897 56	1,897 47	1,883 81	1,064 29	1,436 05
March	2,435 67	2,119 93	2,099 88	1,910 82	3,153 72
April	3,441 19	2,896 06	2,047 82	2,217 18	4,024 44
May	3,463 19	2,203 46	2,380 96	2,440 06	3,653 64
June	2,551 09	1,976 62	1,678 27	2,490 84	2,856 83
July	2,448 39	2,664 68	1,810 28	2,314 30	.. .....
August	2,077 38	1,652 22	1,797 10	2,116 68	.. .....
September	2,335 56	2,256 92	2,219 55	2,577 55	.. .....
October	2,914 08	2,585 96	2,740 43	3,206 15	.. .....
November	3,123 39	2,762 59	2,825 64	3,190 10	.. .....
December	2,420 55	2,532 49	2,999 44	3,242 04	.. .....
Totals	31,023 89	27,868 73	25,682 66	28,308 05	.. .....

Chippewa Falls & Western Railway—Expenses.

EXPENSES.

January	\$1,071 23	\$1,106 51
February	1,100 78	1,007 62
March	979 90	1,061 00
April	1,053 61	1,140 18
May	1,194 25	1,199 29
June	1,162 46	1,417 83
July	1,069 87	.....
August	1,238 68	.....
September	1,118 91	.....
October	1,269 57	.....
November	1,886 22	.....
December	1,171 60	.....
Total	\$3,847 39	\$13,968 42
Did not keep the account by months.		\$14,285 60
Did not keep the account by months.		\$14,317 98

Madison & Portage Railroad — Earnings.

THE MADISON AND PORTAGE RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
	\$	\$	\$	\$	\$	\$	\$
January	2,330 33	1,554 40	2,048 75	1,674 34	2,386 74	3,036 54	3,286 76
February	2,220 23	1,743 49	2,307 15	941 29	2,637 47	2,122 73	4,175 78
March	2,803 50	2,231 23	3,592 71	2,029 08	3,236 64	1,930 87	4,475 21
April	2,733 25	1,734 81	3,023 89	2,404 22	2,690 67	2,206 85	4,800 40
May	3,400 42	2,939 62	3,024 71	2,412 62	2,716 01	2,927 73	4,222 63
June	3,486 24	2,702 58	3,950 90	2,815 54	3,145 13	3,825 99	2,481 63
July	3,919 56	2,503 59	2,707 85	3,434 14	3,117 06	3,384 56	3,648 78
August	4,088 85	3,551 26	1,412 34	2,459 29	3,114 01	4,087 71	3,407 19
September	4,333 45	4,433 94	2,147 32	3,747 35	2,735 50	5,737 34	.....
October	3,432 50	2,531 44	2,838 06	3,521 35	3,050 58	4,878 34	.....
November	3,285 45	2,406 00	2,044 10	3,193 11	3,459 69	5,240 46	.....
December	2,207 82	2,184 29	2,076 83	2,636 85	2,752 85	3,913 60	.....
Totals	38,241 60	30,516 65	32,174 61	31,269 13	34,080 35	43,852 72	31,507 17

Madison & Portage Railroad—Expenses.

EXPENSES.									
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	2,804 08	2,416 50	2,257 76	2,858 58	2,296 45	2,327 43	2,166 83		
February	2,635 43	2,665 80	2,675 11	3,796 34	2,349 06	1,919 03	2,114 30		
March	3,044 04	3,242 98	2,181 64	4,061 57	2,869 80	2,074 32	2,300 14		
April	2,226 61	2,158 53	2,770 42	2,819 02	3,804 53	2,182 28	3,941 35		
May	2,391 03	2,562 17	2,516 01	2,933 67	5,363 01	5,537 81	4,704 36		
June	2,533 62	2,319 04	2,499 44	3,440 93	3,403 79	2,414 81	4,947 92		
July	2,385 49	2,513 58	2,481 31	3,665 42	2,878 65	2,537 90	6,105 81		
August	2,807 95	3,080 89	2,666 13	3,021 32	3,831 44	2,153 94	3,971 58		
September	2,449 11	2,397 00	2,642 87	3,010 05	4,792 17	3,355 06	.....		
October	2,479 88	2,802 85	2,798 01	2,457 16	4,204 10	2,502 41	.....		
November	2,566 53	2,119 01	2,494 57	2,557 80	2,695 82	2,711 14	.....		
December	2,208 20	2,024 60	2,126 36	2,462 03	1,143 29	2,145 69	.....		
Totals	30,051 97	29,302 90	30,109 63	36,484 39	40,132 14	31,862 72	30,251 77		

NOTE.—Earnings and expenses included with Chicago, Milwaukee & St. Paul, since September 1, 1878.

Chicago & Northwestern Railway—Expenses.

CHICAGO AND NORTHWESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

Month.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January ..	\$ 774,856 40	\$ 752,467 57	\$ 1,014,513 85	\$ 825,468 69	\$ 808,842 06	\$ 721,023 55	\$ 997,780 34	\$ 943,174 50	\$ 1,064,299 78
February.	714,121 88	765,249 09	900,764 79	671,784 30	854,026 56	714,116 27	1,004,194 05	831,585 37	1,048,336 66
March	846,393 96	967,258 36	1,024,080 77	970,063 77	944,449 81	804,556 20	994,864 10	999,088 37	1,238,814 15
April	900,375 50	1,034,022 55	1,080,193 35	1,024,389 26	919,997 57	858,894 52	1,198,474 35	1,024,286 53	1,169,843 26
May	1,074,779 30	1,256,072 33	1,280,595 88	1,164,458 67	1,090,751 53	930,014 47	1,346,003 14	1,312,007 50	1,710,371 98
June	1,070,459 86	1,309,578 57	1,163,522 42	1,052,890 52	1,232,407 40	927,143 22	962,153 82	1,286,114 41	1,528,361 55
July	1,029,937 73	1,249,444 84	1,011,685 05	1,257,892 17	1,015,993 13	934,887 94	1,066,384 85	1,215,760 86	.....
August....	1,196,700 27	1,316,327 14	1,118,970 06	1,098,634 14	986,632 81	1,141,810 08	1,179,254 60	1,244,453 35	.....
September	1,303,804 21	1,520,688 19	1,254,255 36	1,206,806 39	1,182,830 20	1,559,367 71	1,347,007 44	1,581,904 42	.....
October...	1,438,948 47	1,516,583 25	1,407,974 96	1,400,168 45	1,403,993 79	1,471,314 08	1,489,089 12	1,928,748 69	.....
November	1,067,886 67	1,075,907 55	1,065,725 84	1,196,833 08	1,117,849 04	1,188,119 12	1,304,958 62	1,418,977 90	.....
December	859,779 64	1,052,915 15	1,080,027 53	983,339 12	909,640 58	928,747 69	991,310 26	1,217,020 20	.....
Totals...	12,372,063 98	13,816,464 59	13,861,690 46	12,811,228 51	12,467,543 67	12,129,394 88	13,791,179 26	14,998,753 10	.....

*The Northwestern Union Railway — Expenses.***EXPENSES.**

January.....	\$	7,680 93	\$	13,874 81	\$	13,638 60	\$	17,079 03	\$	14,478 92	\$	17,133 07	\$	15,828 01
February.....		8,642 46		8,648 25		7,947 41		10,441 96		11,817 88		9,461 14		11,198 90
March		8,599 43		9,537 54		14,921 88		10,300 93		10,593 43		12,622 88		12,895 03
April	284 50	8,604 54		10,300 63		8,796 16		9,282 78		12,317 09		8,811 13		16,528 75
May	280 96	17,787 54		7,574 66		11,259 23		7,644 18		20,888 22		13,489 42		28,350 11
June.....	277 00	9,548 12		11,126 70		18,756 79		9,807 70		9,725 95		22,284 10		31,508 77
July	309 29	7,917 36		10,269 96		10,813 03		10,041 59		14,408 42		10,788 14		.....
August	293 71	9,527 31		14,135 39		17,380 50		16,041 02		17,469 20		27,217 20		.....
September.....	3,587 38	9,168 22		12,349 74		14,458 25		9,537 89		16,006 37		32,720 49		.....
October ...	9,379 00	9,869 79		13,216 58		15,722 76		9,888 42		9,504 94		20,741 23		.....
November.....	7,611 32	9,498 27		11,880 21		11,512 14		9,237 88		10,558 11		19,016 32		.....
December	7,833 41	8,727 46		11,801 67		11,364 55		9,374 72		9,456 87		11,068 98		.....
Totals.....	29,856 57	91,066 35		134,736 14		156,621 29		129,278 10		156,985 41		214,304 16		.....

Expenses include taxes. 2 This item is a credit to operating expenses.

The Northwestern Union Railway—1873.

THE NORTHWESTERN UNION RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

Months	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January	\$ 709 36	\$ 17,666 64	\$ 14,391 24	\$ 14,636 72	\$ 18,152 42	\$ 25,073 60	\$ 19,142 30	\$ 22,313 92
February	844 44	17,146 00	11,344 02	24,127 63	18,294 97	21,244 43	15,104 73	28,792 04
March	709 36	19,406 60	20,465 07	23,293 20	20,549 13	20,781 63	20,322 78	27,404 50
..	844 44	21,153 00	19,134 59	19,421 51	10,989 32	24,387 21	19,922 53	27,096 39
..	131 06	21,830 16	19,722 06	23,115 40	20,581 29	20,744 68	26,201 44	28,441 39
Totals	\$ 11,431 19	\$ 11,431 19	\$ 32,438 87	\$ 24,169 88	\$ 18,812 71	\$ 20,813 05	\$ 24,432 47	\$ 32,844 90
August	\$ 6,844 66	\$ 7,000 70	\$ 8,755 44	\$ 8,103 20	\$ 9,155 00	\$ 10,944 43	\$ 10,944 43	\$ 10,944 43
September	10,480 00	0,000 00	10,700 97	9,955 78	14,773 53	12,628 00	10,944 43	10,944 43
October	18,478 00	18,708 33	18,088 13	18,654 09	18,065 20	18,221 26	11,840 70	10,944 43
November	10,950 01	12,101 00	11,543 16	11,847 71	10,305 69	12,060 56	10,510 70	10,944 43
December	10,005 44	10,113 70	10,103 69	11,760 19	11,315 49	10,200 27	8,080 25	10,944 43
Totals	\$ 115,013 06	\$ 124,685 99	\$ 114,840 73	\$ 118,301 80	\$ 118,968 01	\$ 128,375 21	\$ 106,590 79	\$ 60,808 19

Abroad — Expenses.

March	5,423 01	6,800 00	9,970 00	9,005 90	13,021 00	5,323 00	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11
April	6,112 99	7,274 81	8,252 20	8,481 39	15,032 40	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11	
May	7,374 48	9,269 37	6,553 78	8,481 39	15,032 40	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11	
June	5,977 44	12,091 20	5,585 25	8,605 43	9,669 06	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11	
July	5,693 59	8,465 48	6,423 97	13,618 80	17,927 46	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11	
August	10,143 31	7,912 74	7,214 28	18,903 79	9,232 48	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11	
September	22,284 17	6,146 77	9,458 49	7,117 98	6,976 19	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11	
October	5,772 35	7,566 79	13,186 05	10,259 12	8,809 16	5,615 52	5,993 18	6,303 98	5,093 80	4,938 23	75,143 86	85,975 86	72,775 09	38,281 11	
November															
December															
Totals ..	105,528 42	98,614 88	112,468 99	146,551 93	132,233 65	75,143 86	85,975 86	72,775 09	38,281 11						

The Wisconsin Central Railroad — Earnings.

THE WISCONSIN CENTRAL RAILROAD.

[The Phillips & Colby Construction Company until December 17, 1877]

Comparative Statement of Earnings and Expenses

EARNINGS.

MONTHS.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January	\$ 8,799 77	\$ 44,284 74	\$ 38,875 21	\$ 51,585 96	\$ 64,676 08	\$ 55,320 97	\$ 58,107 42	\$ 92,575 83
February	9,529 75	46,470 35	20,889 93	59,444 07	56,942 47	58,449 37	54,806 85	85,251 01
March	13,229 61	62,439 81	43,990 90	65,123 16	65,092 44	64,572 23	72,619 77	99,387 04
April	12,983 83	53,213 39	68,474 55	69,147 46	57,016 30	62,002 67	63,827 95	88,374 20
May	13,792 45	49,822 45	54,278 30	61,194 90	56,950 55	59,325 67	69,362 20	80,328 56
June	12,788 12	55,162 49	57,220 95	57,987 22	54,012 96	52,770 79	66,055 56	79,523 19
July	15,179 74	53,281 94	56,310 01	50,457 93	56,961 93	51,807 06	60,929 66	.....
August	13,680 69	50,638 69	50,168 11	50,489 95	51,766 38	51,486 55	57,299 71	.....
September	16,279 97	50,468 49	56,702 29	58,150 81	65,884 26	61,931 86	76,679 42	.....
October	19,145 53	59,729 97	66,666 42	69,340 62	79,772 66	77,684 03	100,545 15	.....
November	13,607 29	49,973 56	65,158 54	64,311 27	68,194 98	69,049 38	82,188 23	.....
December	39,684 79	44,969 08	54,429 67	63,134 69	59,734 18	69,308 72	90,284 85	.....
Totals	189,161 54	620,454 96	632,664 88	730,367 64	784,335 19	733,819 30	852,556 27	.....

The Wisconsin Central Railroad — Expenses.

EXPENSES.										
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January.....	7,703 01	31,740 97	26,551 13	31,572 49	39,152 04	40,514 16	34,526 45	52,839 32		
February.....	6,323 15	29,653 35	29,060 83	33,873 61	37,244 10	42,678 28	36,536 43	51,397 44		
March	7,023 51	29,610 33	31,583 68	33,333 71	38,370 40	45,190 45	41,435 99	58,232 15		
April	6,758 57	31,038 56	28,494 74	36,053 72	37,185 16	43,585 76	48,393 26	56,064 05		
May	6,748 24	39,025 73	30,337 56	37,362 55	42,674 99	38,889 60	44,267 65	48,340 69		
June	6,752 74	33,330 04	35,570 13	37,578 54	41,876 23	39,694 58	40,622 56	55,312 45		
July	6,567 81	30,515 50	32,239 94	36,942 70	37,731 63	35,223 23	35,260 11	.....		
August.....	7,311 50	28,393 47	33,933 98	35,578 36	36,179 16	35,490 66	40,028 32	.....		
September.....	7,053 24	26,731 06	38,670 43	35,519 06	44,950 19	34,856 14	42,381 09	.....		
October	7,590 58	32,795 84	32,397 01	36,751 30	39,816 56	42,500 86	48,079 20	.....		
November.....	10,542 25	27,856 23	31,121 67	36,149 03	39,722 42	37,296 72	41,930 55	.....		
December	31,683 51	33,035 54	30,045 24	36,906 39	39,700 40	38,516 46	48,587 14	.....		
Totals.....	112,063 11	373,676 62	380,006 34	427,411 46	474,633 38	474,497 06	497,138 75	.....		

The Mineral Point Railroad — Earnings.

THE MINERAL POINT RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January ..	\$ 9,052 62	\$ 8,035 27	\$ 10,428 20	\$ 8,767 52	\$ 8,535 55	\$ 8,084 48	\$ 14,317 85	\$ 9,762 44	\$ 9,711 40
February .	7,329 68	7,581 37	8,691 65	6,370 26	10,663 04	9,117 39	10,451 81	7,351 66	8,463 01
March	8,440 78	9,160 29	10,107 87	8,086 53	8,316 23	9,624 98	9,567 19	7,980 14	8,568 21
April	8,641 04	8,652 97	11,879 48	7,602 07	7,362 08	7,648 15	10,242 07	6,894 31	6,878 48
May	9,953 57	12,934 42	11,155 97	8,093 59	8,763 30	9,678 15	11,004 99	9,457 19	8,910 16
June	9,534 14	11,431 04	12,370 75	9,037 60	11,488 40	9,090 60	8,842 58	9,370 89	7,801 98
July	8,335 87	11,000 80	8,260 78	12,633 47	7,824 24	8,239 11	6,522 12	7,053 91	.....
August ...	8,344 86	8,579 55	7,029 79	8,755 64	8,192 26	9,135 04	8,415 14	7,551 91	.....
September.	10,430 00	12,656 78	9,688 29	10,700 27	9,957 78	14,772 83	12,628 75	10,582 03	.....
October...	13,478 06	13,737 82	12,793 33	13,088 12	13,654 02	12,056 20	13,221 28	11,380 79	.....
November.	10,836 01	11,656 36	12,161 90	11,543 16	11,847 71	10,305 69	12,960 56	10,516 70	.....
December.	10,666 44	12,695 66	10,113 70	10,162 69	11,750 19	11,215 49	10,200 27	8,689 25	.....
Totals ..	115,043 06	128,122 33	124,685 99	114,840 72	118,301 80	118,968 01	128,375 21	106,590 72	50,393 19

The Mineral Point Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	11,645 11	11,511 93	11,503 56	13,913 07	9,332 41	7,522 37	6,786 51	8,041 05	6,579 37			
February..	8,931 61	10,445 58	13,165 28	8,524 68	8,303 13	6,756 43	5,539 89	8,003 92	5,386 37			
March	8,257 12	6,461 21	6,506 42	22,470 86	7,415 22	9,280 96	8,088 20	8,033 29	6,115 38			
April	5,423 51	6,388 16	14,648 72	17,112 49	6,539 16	5,500 83	4,978 41	4,434 01	5,266 59			
May	6,112 99	7,274 81	9,970 99	7,878 83	9,324 18	7,729 02	5,017 11	6,430 79	5,190 06			
June	7,374 48	6,969 06	8,252 20	9,665 99	13,021 80	5,385 49	5,577 78	5,609 46	9,743 34			
July	5,977 44	9,269 37	6,553 78	8,481 39	15,632 40	5,323 60	6,273 86	5,634 67	.....			
August ...	5,693 59	12,091 20	5,585 25	8,605 43	9,669 06	5,615 52	9,211 47	5,322 81	.....			
September.	10,143 31	8,465 48	6,423 97	13,618 80	17,927 46	5,693 13	5,461 01	5,268 28	.....			
October...	7,912 74	5,024 52	7,214 28	18,903 79	9,232 48	6,303 98	6,044 89	6,433 89	.....			
November.	22,284 17	6,146 77	9,458 49	7,117 98	6,976 19	5,093 80	6,246 34	6,364 45	.....			
December.	5,772 35	7,566 79	13,186 05	10,259 12	8,309 16	4,938 23	6,750 39	6,198 47	.....			
Totals ..	105,628 42	98,614,88	112,468 99	146,551 93	132,233 65	75,143 86	85,975 86	72,775 09	88 281 11			

The Mineral Point Railroad — Earnings.

THE MINERAL POINT RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January ..	\$ 9,052 62	\$ 8,085 27	\$ 10,428 20	\$ 8,767 52	\$ 8,535 55	\$ 8,084 48	\$ 14,317 85	\$ 9,762 44	\$ 9,711 40
February .	7,329 68	7,581 37	8,691 65	6,870 26	10,663 04	9,117 39	10,451 81	7,351 66	8,463 01
March....	8,440 78	9,160 29	10,107 87	8,086 53	8,316 23	9,034 98	9,567 19	7,980 14	8,568 21
April	8,641 04	8,652 97	11,879 48	7,602 07	7,362 08	7,648 15	10,242 67	6,894 31	6,878 48
May	9,953 57	12,934 42	11,155 97	8,093 59	8,763 30	9,678 15	11,004 99	9,457 19	8,910 16
June.....	9,584 14	11,431 04	12,370 75	9,037 60	11,488 40	9,090 60	8,842 58	9,370 89	7,801 98
July	8,335 87	11,000 80	8,260 78	12,633 47	7,824 24	8,239 11	6,523 12	7,053 91	.....
August ...	8,344 86	8,579 55	7,029 79	8,755 64	8,192 26	9,135 04	8,415 14	7,551 91	.....
September.	10,430 00	12,656 78	9,688 29	10,700 27	9,957 78	14,772 83	12,628 75	10,582 03	.....
October...	13,478 06	13,737 82	12,798 33	13,088 12	13,654 02	12,056 20	13,221 28	11,380 79	.....
November.	10,886 01	11,656 36	12,161 90	11,543 10	11,847 71	10,805 69	12,960 56	10,516 70	.....
December.	10,666 44	12,695 66	10,113 70	10,162 69	11,750 19	11,215 49	10,200 27	8,689 25	.....
Totals ..	115,043 06	128,122 33	124,685 99	114,840 72	118,301 80	118,968 01	128,375 21	106,590 72	50,393 19

The Mineral Point Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January ..	11,045 11	11,511 93	11,503 56	13,913 07	9,382 41	7,522 87	6,786 51	8,041 05	6,579 37			
February..	8,981 61	10,445 58	13,165 28	8,524 68	8,303 13	6,756 43	5,539 89	8,003 92	5,386 37			
March	8,257 12	6,401 21	6,506 42	22,470 36	7,415 22	9,280 96	8,088 20	8,033 29	6,115 38			
April	5,423 51	6,388 16	14,648 72	17,112 49	6,539 16	5,500 83	4,978 41	4,434 01	5,266 59			
May	6,112 99	7,274 81	9,970 99	7,878 83	9,324 18	7,729 02	5,017 11	6,430 79	5,190 06			
June	7,374 48	6,969 06	8,252 20	9,665 99	13,021 80	5,385 49	5,577 78	5,609 46	9,743 34			
July	5,977 44	9,269 37	6,553 78	8,481 39	15,632 40	5,323 60	6,273 86	5,634 67	.....			
August ...	5,693 59	12,091 20	5,585 25	8,605 43	9,669 06	5,615 52	9,211 47	5,322 81	.....			
September.	10,143 31	8,465 48	6,423 97	13,618 80	17,927 46	5,693 13	5,461 01	5,268 28	.....			
October....	7,912 74	5,024 52	7,214 28	18,903 79	9,232 48	6,303 98	6,044 39	6,433 89	.....			
November.	22,284 17	6,146 77	9,458 49	7,117 98	6,976 19	5,093 80	6,246 34	6,364 45	.....			
December.	5,772 35	7,566 79	13,186 05	10,259 12	8,809 16	4,938 23	6,750 39	6,198 47	.....			
Totals ..	105,528 42	98,614,88	112,468 99	146,551 93	132,233 65	75,143 86	85,975 86	72,775 09	38,281 11			

*The Wisconsin Central Railroad — Earnings.***THE WISCONSIN CENTRAL RAILROAD.**

[The Phillips & Coby Construction Company until December 17, 1877.]

*Comparative Statement of Earnings and Expenses***EARNINGS.**

MONTHS.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January	\$ 8,799 77	\$ 44,284 74	\$ 38,875 21	\$ 51,585 96	\$ 64,676 08	\$ 55,320 97	\$ 58,107 42	\$ 92,575 83
February	9,529 75	46,470 35	20,389 93	59,444 67	56,942 47	58,449 37	54,806 35	85,251 61
March	13,229 61	62,439 81	43,990 90	65,122 16	65,092 44	64,572 23	72,619 77	99,387 04
April	12,983 83	53,213 39	08,474 55	69,147 46	57,616 30	62,062 67	63,827 95	88,374 20
May	13,792 45	49,822 45	54,278 30	61,194 90	56,950 55	59,325 67	69,362 20	80,328 56
June	12,788 12	55,162 49	57,220 95	57,987 22	54,612 06	52,770 79	66,055 56	79,523 19
July	15,179 74	53,281 94	56,310 01	50,457 93	56,961 93	51,807 06	60,829 66	.....
August	13,680 69	50,688 69	50,168 11	50,489 95	51,766 38	51,486 55	57,299 71	.....
September	16,279 97	50,468 49	56,702 29	58,150 81	65,884 26	61,931 86	76,679 42	.....
October	19,145 53	59,729 97	66,666 42	69,340 62	79,772 66	77,684 03	100,545 15	.....
November	13,667 29	49,973 50	65,158 54	64,311 27	68,194 98	69,049 38	82,188 23	.....
December	39,684 79	44,969 08	54,429 67	63,134 69	59,764 18	69,308 72	90,234 85	.....
Totals	188,161 54	620,454 96	632,664 88	730,367 64	734,235 19	733,819 30	852,556 27	.....

The Wisconsin Central Railroad — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January.....	7,703 01	31,740 97	26,551 13	31,572 49	39,152 04	40,514 16	34,526 45	52,839 32				
February.....	6,323 15	29,653 35	29,060 83	33,873 61	37,244 10	42,678 28	36,586 43	51,397 44				
March	7,023 51	29,610 33	31,583 68	33,323 71	38,370 40	45,190 45	41,435 99	58,232 15				
April	6,758 57	31,038 56	28,494 74	36,053 72	37,185 16	43,585 76	48,393 26	56,064 05				
May	6,748 24	39,025 73	30,337 56	37,362 55	42,674 99	38,889 60	44,267 65	48,340 69				
June	6,752 74	33,330 04	35,570 13	37,578 54	41,876 28	39,694 58	40,622 56	55,312 45				
July	6,567 81	30,515 50	32,239 94	36,942 70	37,781 68	35,223 23	35,260 11	.....				
August.....	7,311 50	28,393 47	33,933 98	35,578 36	36,179 16	35,490 66	40,028 32	.....				
September.....	7,053 24	26,781 06	38,670 43	35,519 06	44,950 19	34,856 14	42,381 09	.....				
October	7,590 58	32,795 84	32,397 01	36,751 30	39,816 56	42,560 86	43,079 20	.....				
November.....	10,542 25	27,856 23	31,121 67	36,149 03	39,722 42	37,296 72	41,930 55	.....				
December	31,683 51	33,035 54	30,045 24	36,906 39	39,700 40	38,516 46	48,587 14	.....				
Totals.....	112,063 11	373,676 63	380,006 34	427,411 46	474,653 38	474,497 06	497,138 75	.....				

*The Wisconsin Valley Railroad—Earnings.***THE WISCONSIN VALLEY RAILROAD.***Comparative Statement of Earnings and Expenses.***EARNINGS.**

MONTHS.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January.....	\$.....	\$ 2,998 33	\$ 6,497 88	\$ 10,586 23	\$ 8,734 32	\$ 10,211 52	\$ 9,044 88	\$ 21,055 85
February.....	.....	5,552 33	4,637 58	13,900 40	12,038 90	12,264 44	9,924 23	22,328 70
March.....	.....	7,114 58	9,671 92	11,260 42	15,411 28	17,179 67	14,610 78	32,391 57
April.....	.....	7,366 27	12,137 75	15,959 85	18,416 15	18,764 41	14,925 01	32,881 56
May.....	1,507 30	4,944 80	13,160 05	20,901 41	17,683 86	13,804 88	18,070 20	31,595 54
June.....	1,718 06	5,578 21	15,688 39	22,748 34	15,219 21	19,150 83	20,366 52	13,414 77
July.....	2,722 82	6,847 10	13,237 45	18,233 52	19,965 77	17,270 62	19,650 27	.....
August.....	3,027 92	5,332 19	13,452 02	16,031 51	15,641 69	15,583 57	31,266 61	.....
September.....	4,148 12	7,999 28	15,749 77	17,019 98	16,333 79	17,712 04	25,543 21	.....
October.....	3,769 81	6,791 55	16,445 87	17,596 86	17,583 29	22,148 77	27,096 91	.....
November.....	5,253 81	8,309 56	14,062 36	11,332 14	15,372 47	17,130 79	23,582 09	.....
December.....	2,763 04	10,367 51	11,648 77	8,973 82	12,785 88	10,688 67	21,266 01	.....
Totals.....	24,900 88	79,252 71	146,389 81	185,134 48	185,236 61	196,909 72	225,953 82	.....

The Wisconsin Valley Railroad—Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January .....	.....	5,216 14	5,840 03	7,245 29	7,302 94	7,318 12	6,899 22	10,749 95			
February .....	.....	4,597 71	6,304 01	8,508 28	7,881 65	8,579 55	6,779 08	15,969 87			
March .....	.....	5,788 12	6,930 00	8,369 59	7,822 86	6,963 93	11,273 63	12,403 77			
April .....	.....	4,420 12	7,042 19	10,000 01	12,960 48	11,077 38	14,145 72	18,530 37			
May	460 95	4,742 16	7,603 58	12,644 33	10,126 24	11,762 28	10,744 11	30,414 23			
June	2,341 89	4,502 66	8,950 33	12,215 16	9,806 41	7,926 11	10,648 99	19,050 90			
July	2,907 10	5,365 36	9,318 80	11,509 97	9,152 71	8,446 18	11,910 87	.....			
August	3,528 04	5,072 62	7,817 08	9,063 85	7,046 44	8,242 20	13,953 33	.....			
September	2,632 55	4,867 11	8,126 79	12,366 22	7,613 90	7,862 52	16,358 19	.....			
October	3,580 70	4,813 59	8,527 07	11,513 84	7,442 76	9,417 64	11,516 16	.....			
November	3,244 28	5,784 50	7,684 89	9,613 11	9,358 16	10,630 11	8,737 56	.....			
December	2,890 91	6,085 03	7,067 50	7,743 73	8,464 95	6,461 29	10,400 52	.....			
Totals	21,636 42	61,255 12	91,211 30	121,393 38	104,559 50	107,587 31	133,567 38	.....			

The Milwaukee, Lake Shore & Western Railway—Earnings.

THE MILWAUKEE, LAKE SHORE & WESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January	\$ 11,550 29	\$ 10,404 27	\$ 12,819 28	\$ 17,122 64	\$ 21,553 15	\$ 21,169 58	\$ 24,832 98
February	11,408 95	7,846 76	15,497 78	15,448 69	20,971 65	19,865 33	33,251 41
March	12,069 14	15,183 59	16,733 15	17,809 68	18,847 06	25,271 16	37,772 14
April	12,755 19	16,472 77	16,887 47	18,354 19	18,899 94	23,166 32	30,345 58
May	12,393 85	14,038 51	15,495 92	17,808 14	18,612 60	23,741 58	28,613 93
June	12,522 43	16,567 35	17,191 12	17,098 53	16,559 81	24,940 45	35,901 94
July	10,735 27	14,414 27	16,375 91	15,768 99	18,414 56	21,308 34	.....
August	10,926 51	13,692 83	15,945 65	15,631 41	18,012 01	22,781 47	.....
September	13,767 41	17,586 27	18,623 79	24,106 24	22,700 02	30,001 01	.....
October	20,460 23	20,889 22	20,385 03	26,238 42	28,671 54	37,994 77	.....
November	11,555 06	19,213 98	15,606 95	23,044 41	24,974 75	29,797 17	.....
December	13,403 09	15,327 93	18,810 36	20,871 75	21,613 66	35,906 00	.....
Total	153,546 42	182,137 55	200,372 41	229,233 03	250,130 68	315,943 18	.....

The Milwaukee, Lake Shore & Western Railway — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	8,240 61	12,636 51	10,544 87	13,537 16	15,038 68	14,686 62	16,982 82		
February.....	10,214 39	11,046 40	12,066 88	13,844 39	14,836 77	13,667 60	16,786 71		
March	10,806 14	12,354 23	11,540 01	13,172 13	14,094 57	16,187 35	17,795 80		
April	9,346 52	11,976 73	12,030 20	14,060 99	14,509 21	14,240 47	21,370 15		
May	10,307 73	10,776 87	11,040 94	15,425 56	17,184 36	15,083 62	22,586 36		
June.....	9,304 67	12,774 25	10,968 88	15,116 75	16,394 48	16,142 39	24,953 06		
July	8,867 92	11,814 79	13,522 53	14,386 73	16,422 89	15,756 67	.....		
August	10,035 47	10,544 08	12,755 27	13,543 37	15,668 94	18,983 95	.....		
September.....	11,157 24	11,261 93	12,018 85	14,530 26	26,707 06	18,396 02	.....		
October	10,843 64	11,126 92	11,536 61	15,367 89	16,053 63	18,307 72	.....		
November.....	12,398 98	11,409 44	12,092 23	14,605 97	15,324 95	19,284 50	.....		
December	10,742 61	12,262 29	12,776 10	13,943 38	16,060 94	7,247 05	.....		
Total.....	122,265 92	139,984 44	142,898 36	173,029 53	197,797 08	187,983 96	.....		

The Sheboygan & Western Railroad — Earnings.

THE SHEBOYGAN & WESTERN RAILROAD.
Comparative Statement of *Earnings and Expenses.*
EARNINGS.

MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January	\$ 8,238 64	\$ 5,886 91	\$ 9,110 12	\$ 7,017 58	\$ 8,410 95	\$ 6,297 59	\$ 4,547 49
February	7,471 52	3,410 07	8,615 54	6,522 31	6,908 92	4,650 44	5,489 10
March	9,103 35	6,030 84	10,148 47	7,645 33	7,977 04	7,833 37	8,052 60
April.	10,048 61	8,252 19	8,702 64	7,166 00	8,013 68	6,202 04	6,237 73
May	11,888 12	8,957 32	12,210 56	7,251 29	8,155 75	8,548 93	5,215 20
June	12,214 74	10,792 17	14,315 11	8,584 42	6,928 63	6,892 67	5,989 81
July	10,024 11	12,576 97	10,149 15	9,707 64	8,372 49	6,910 23	.....
August	10,328 26	10,962 66	8,771 76	7,610 21	7,751 23	5,620 51	.....
September ...	10,177 49	16,066 91	9,218 29	10,100 92	8,219 59	8,861 83	.....
October	11,436 11	16,441 40	12,765 39	10,951 45	9,469 23	2,243 66	.....
November	7,983 35	11,746 84	9,794 83	9,121 43	6,714 92	2,113 10	.....
December	6,942 59	10,276 82	7,079 01	8,343 57	6,774 79	2,460 80	.....
Total ...	115,159 89	122,401 10	120,780 87	100,022 15	98,696 72	68,661 17	.....

The Sheboygan & Western Railway — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$
January	7,268 79	6,591 28	5,894 28	6,444 84	6,280 71	6,252 54	8,775 51
February	7,546 14	6,494 67	6 018 83	5,716 81	5,758 09	5,743 06	6,122 88
March	9,466 08	7,909 68	6,821 49	5,272 91	5,452 04	5,608 28	8,950 88
April	8,373 89	7,217 28	6,307 42	5,702 20	5,834 81	5,825 04	7,127 67
May	9,222 12	6,831 47	6,286 67	5,752 05	6,402 46	5,878 06	7,879 14
June	9,756 35	9,438 68	7,134 55	6,629 06	5,954 58	5,829 42	8,871 22
July	11,530 09	8,905 20	6,524 98	5,960 58	6,196 46	5,964 18	.....
August	14,815 53	7,943 36	7,292 94	6,309 83	6,741 38	18,435 01	.....
September	8,628 10	9,199 54	7,074 50	6,287 78	6,511 80	8,924 68	.....
October	7,636 91	9,070 73	7,306 52	7,450 26	6,414 43	7,703 00	.....
November	7,398 00	10,439 47	6,802 23	6,942 94	6,227 77	10,380 86	.....
December	5,653 46	11,823 04	6,441 55	6,523 91	5,661 03	6,457 86	.....
Totals	107,289 96	161,864 40	79,900 96	75,083 17	72,992 47	88,002 09	.....

The Green Bay and Minnesota Railroad — Earnings.

GREEN BAY & MINNESOTA RAILROAD.
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January	During construction no record.	During construction no record.		\$ 17,826 50	\$ 16,922 18	\$ 18,540 92	\$ 23,515 88	\$ 21,547 26	\$ 24,830 20
February				19,874 86	17,029 82	17,310 80	27,248 74	18,539 56	26,592 98
March				20,275 71	11,875 07	23,048 54	34,496 39	26,251 92	36,574 57
April				18,477 75	16,653 25	20,664 15	30,503 21	25,455 26	30,050 88
May				26,707 47	30,363 42	22,618 51	26,555 13	29,205 96	31,522 77
June				27,363 45	29,889 14	23,911 40	26,004 84	28,079 83	23,974 88
July				25,091 36	22,923 10	22,721 87	20,763 80	26,548 93	.....
August				22,773 37	21,314 46	21,651 08	21,129 38	24,572 56	.....
September			No record.	33,935 73	25,324 33	53,885 44	31,025 74	40,946 31	.....
October				48,249 71	45,194 76	64,240 31	41,725 82	54,643 18	.....
November				40,038 63	34,729 51	51,361 53	34,973 48	42,226 63	.....
December. ...				22,688 70	27,017 10	27,855 86	30,843 37	34,538 36	.....
Totals .....	.....	.....	.....	323,303 24	302,236 74	367,310 41	348,785 78	376,015 76	.....

The Green Bay & Minnesota Railroad—Expenses.

EXPENSES.											
				\$	\$	\$	\$	\$	\$	\$	\$
January	20,468 62	16,922 78	24,651 32	21,971 09	15,509 73	17,427 83					
February	20,931 99	18,906 68	23,930 87	23,097 10	12,624 42	16,491 71					
March	22,676 11	19,920 26	19,206 43	20,660 80	14,057 72	19,452 80					
April	26,026 85	24,422 02	19,259 04	21,675 38	16,319 78	21,933 79					
May	27,767 12	25,045 80	24,145 25	20,372 47	19,201 47	25,163 57					
June	29,116 83	28,499 32	26,751 30	19,351 14	17,519 76	25,737 69					
July	26,969 02	23,119 68	24,940 32	16,574 16	18,370 64	.....					
August	30,277 79	27,077 68	24,212 05	16,502 47	20,206 16	.....					
September	19,782 48	26,262 57	25,455 00	16,249 16	18,892 97	.....					
October	22,761 81	28,397 69	41,920 32	18,221 42	22,857 82	.....					
November ...	22,959 71	31,034 94	28,970 14	20,954 93	23,412 47	.....					
December	26,859 88	25,524 14	30,324 51	17,119 86	20,116 07	.....					
Totals	296,548 21	265,133 65	813,766 55	232,750 00	219,089 01	.....					

*Chicago, St. Paul, Minneapolis & Omaha Railway—Earnings.***CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.**

Including North Wisconsin and Lincoln and River Falls since May 30, 1880.

*Comparative Statement of Earnings and Expenses.***EARNINGS.**

MONTHS.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
January	\$ 21,458 99	\$ 34,583 02	\$ 77,127 21	\$ 46,866 14	\$ 48,259 28	\$ 44,043 94	\$ 62,752 53	\$ 73,870 21	\$ 86,214 04
February	22,692 24	46,503 26	58,240 72	37,280 95	52,237 25	43,385 60	63,369 03	64,572 74	74,893 12
March	29,183 97	74,536 61	64,957 65	58,812 74	75,496 47	50,576 43	78,363 55	89,409 07	115,722 63
April	34,734 90	70,975 28	79,116 51	77,593 43	73,070 48	65,246 53	78,936 01	91,913 46	121,533 86
May	30,900 99	85,104 25	80,741 94	68,663 25	69,865 44	52,731 55	78,666 54	99,514 19	108,870 84
June	28,066 71	71,134 72	74,937 03	63,084 54	64,063 20	54,943 78	64,397 02	90,855 37	115,214 46
July	29,101 22	69,429 19	69,026 34	58,527 07	59,105 27	49,613 18	67,734 68	73,338 94	115,129 76
August	31,096 42	66,092 31	66,791 91	63,739 71	58,133 52	56,422 07	70,638 24	81,770 62	123,133 33
September	44,876 87	110,232 89	83,886 03	80,701 73	70,838 11	83,624 23	83,643 43	111,170 24	150,699 45
October	53,523 44	95,567 16	87,303 92	95,442 96	90,711 13	97,623 06	99,471 54	138,364 99	188,724 74
November	44,185 05	72,621 71	71,806 27	98,844 06	80,432 39	97,476 34	97,440 86	134,297 60	.....
December	33,381 30	72,408 59	71,964 57	77,122 04	68,106 13	79,811 76	96,876 26	124,923 85	.....
Totals	403,202 10	869,188 99	884,920 10	327,678 62	310,363 67	775,493 45	942,344 60	1,193,911 28	.....

*Chicago, St. Paul, Minneapolis & Omaha Railway — Expenses.*OPERATING EXPENSES AND TAXES.¹

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	17,142 62	29,099 35	45,897 27	39,923 90	37,690 26	40,335 01	44,424 69	51,109 10	60,008 38											
February	20,943 46	42,120 83	44,824 48	38,187 73	37,464 38	38,598 01	43,176 20	40,538 86	56,538 85											
March	25,274 64	43,522 62	55,615 32	43,183 37	45,418 07	34,205 93	46,675 62	41,041 76	57,913 33											
April	22,510 20	46,090 63	46,950 04	56,361 23	51,726 83	47,572 30	49,928 25	57,335 05	70,080 78											
May	19,271 61	52,936 66	62,669 22	60,436 08	64,292 51	81,282 60	51,256 58	82,953 12	60,291 39											
June	21,077 71	52,162 40	59,118 60	58,107 04	62,316 44	44,389 35	46,342 56	69,805 61	89,044 39											
July	18,106 95	50,435 86	51,851 78	47,919 83	56,387 11	45,448 79	47,410 46	60,354 98	85,558 67											
August	18,878 49	63,104 55	55,994 23	54,953 35	56,709 14	46,802 63	45,690 64	51,783 66	61,077 06											
September	22,507 18	59,701 06	58,308 20	55,667 41	57,273 29	50,271 47	44,320 57	53,461 10	75,558 53											
October	21,366 91	53,315 56	56,419 77	75,741 50	67,130 13	66,169 48	49,013 41	60,254 88	76,462 76											
November	22,568 09	51,713 95	47,260 03	78,597 67	59,713 23	60,199 47	49,055 14	59,053 08	.....											
December	29,411 90	47,771 43	112,198 60	41,826 72	28,833 07	230,018 75	48,601 26	49,245 47	.....											
Totals	259,059 86	591,974 90	697,107 54	650,911 33	624,955 06	780,293 99	566,495 78	676,833 68	.....											

¹ Not including rental of leased roads.

North Wisconsin Railway — Earnings.

THE NORTH WISCONSIN RAILWAY.¹
Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1876.	1877.	1878.	1879.	1880.
January	\$	\$ 4,288 91	\$ 7,136 57	\$ 5,784 31	\$ 19,191 14
February .....	.....	4,973 83	10,979 64	8,619 15	17,150 51
March	4,591 40	4,709 92	6,894 57	7,993 49	18,412 05
April	8,957 95	2,954 64	5,383 15	5,871 97	9,882 25
May	3,242 44	3,901 07	6,536 11	6,204 01	6,923 94
June	3,639 90	3,169 32	7,242 97	6,137 94	.....
July	3,178 93	8,346 03	6,110 53	6,518 63	.....
August	2,434 50	2,841 33	4,497 06	4,924 47	.....
September	3,094 39	4,377 90	6,752 57	6,639 79	.....
October	4,213 75	4,743 83	7,436 97	9,240 50	.....
November	4,168 33	4,568 31	7,497 43	8,439 18	.....
December	5,167 11	7,275 02	7,090 18	9,028 62	.....
Totals	37,708 70	50,190 11	81,949 69	85,402 06	.....

North Wisconsin Railway—Expenses.

EXPENSES.

	\$	\$	\$	\$	\$
January.....	.....	2,795 42	3,448 64	2,474 88	7,616 12
February.....	.....	3,421 35	4,389 53	2,702 22	6,707 53
March	2,370 93	2,947 86	2,009 73	2,868 48	6,248 65
April.....	2,351 17	1,818 33	2,892 26	2,750 50	5,028 60
May	2,191 21	2,538 57	1,906 64	3,916 61	3,785 74
June.....	5,134 01	4,713 08	5,923 37	3,714 34	.....
July	4,478 31	2,001 93	2,747 57	2,883 18	.....
August.....	2,037 83	2,864 83	3,740 19	2,406 11	.....
September.....	1,562 69	1,715 49	4,296 60	3,064 56	.....
October.....	2,133 09	2,008 02	2,549 33	3,075 59	.....
November.....	2,824 30	1,901 17	2,936 89	3,185 71	.....
December	5,437 37	7,208 37	6,763 84	3,749 20	.....
Totals.....	31,021 46	35,934 42	43,634 59	37,191 38	.....

¹ Included with the Chicago, St. Paul, Minneapolis & Omaha R. R., after May 30, 1880.

Hudson & River Falls Railroad — Earnings and Expenses.

THE HUDSON & RIVER FALLS RAILROAD.¹*Comparative Statement of Earnings and Expenses.*

EARNINGS.

MONTHS.	1879.	1880.
January	\$1,250 13	\$1,243 57
February	1,196 39	1,055 85
March	2,032 68	1,660 29
April	1,379 85	1,474 73
May	2,097 74	1,594 40
June	2,359 40	.....
July	2,114 66	.....
August	1,923 79	.....
September	2,447 60	.....
October	2,473 09	.....
November	2,205 49	.....
December	1,879 99	.....
Total	\$23,360 61	\$7,028 84

EXPENSES.

MONTHS.	1879.	1880.
January	\$767 96	\$698 58
February	660 61	233 61
March	698 70	1,930 39
April	646 45	2,038 16
May	716 94	
June	822 92	.....
July	1,018 88	.....
August	850 92	.....
September	1,078 59	.....
October	935 48	.....
November	882 10	.....
December	650 00	.....
Totals	\$9,729 55	\$4,950 74

¹ Embraced with the Chicago, St. Paul, Minneapolis & Omaha R. R., since May 30, 1880.

Fond du Lac, Amboy & Peoria Ry. — Earnings and Expenses.

FOND DU LAC, AMBOY & PEORIA RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1878.	1879.	1880.
	\$	\$	\$
January.....	1,339 86	2,332 12	
February.....	1,112 46	2,566 06	
March.....	1,469 42	3,021 97	
April.....	1,367 84	2,944 12	
May.....	1,823 13	3,339 94	
June.....	1,716 91	4,692 50	
July.....	1,712 04	3,103 54	
August.....	1,362 89	2,111 77	
September.....	2,134 52	4,476 62	
October.....	2,321 18	4,598 45	
November.....	2,100 76	3,464 58	
December.....	1,539 23	2,780 88	
Total.....	14,710 66	29,928 95	

EXPENSES.

January.....	1,339 47	1,633 98	
February.....	1,153 45	1,654 47	
March.....	1,241 44	1,743 29	
April.....	1,104 78	2,048 45	
May.....	1,662 14	2,018 16	
June.....	1,512 97	2,123 65	
July.....	1,403 23	1,215 98	
August.....	1,494 10	1,270 37	
September.....	1,452 62	1,394 16	
October.....	1,683 97	1,531 52	
November.....	1,531 42	1,708 97	
December.....	1,566 19	1,657 31	
Total.....	12,306 64	16,264 05	

Pine River Valley & Stevens Point R. R.— Earnings and Exp.

THE PINE RIVER VALLEY & STEVENS POINT
RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1878.	1879.	1880.
	\$	\$	\$
January	1,528 38	1,101 60	1,461 80
February.....	1,320 91	1,780 02	922 65
March	1,167 16	1,061 15	1,391 62
April	1,278 10	1,335 69	1,038 02
May	1,048 64	1,260 68	2,206 22
June	856 84	1,462 53	1,400 41
July	772 54	888 58	.....
August.....	654 72	1,021 26	.....
September.....	1,302 51	1,634 36	.....
October	1,653 62	1,866 49	.....
November.....	2,200 72	2,294 14	.....
December.....	1,716 69	2,075 85	.....
Totals.....	15,500 63	17,782 35	.....

EXPENSES.

		\$	\$
January.....	Not kept separately by months.	957 56	1,722 44
February.....		904 11	660 59
March		872 60	705 66
April		778 63	655 19
May		730 65	3,321 03
June		707 73	757 73
July		753 71	.....
August.....		386 40	.....
September.....		593 46	.....
October		610 37	.....
November.....		607 53	.....
December.....		806 54	.....
Totals.....		\$9,112 78	8,709 29

Prairie du Chien & McGregor Ry.—Earnings and Expenses.

THE PRAIRIE DU CHIEN & MCGREGOR RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1877.	1878.	1879.	1880.
January			\$4,203 50	\$4,342 50
February			3,321 50	3,776 50
March			3,167 50	3,772 50
April			3,570 00	4,828 00
May			5,385 00	4,146 00
June			4,513 00	1,879 00
July			4,160 50	.....
August			3,961 00	.....
September			4,156 50	.....
October			6,495 00	.....
November			5,856 00	.....
December			6,282 00	.....
Totals	\$54,167 00	\$54,768 50	\$55,071 50	.....

EXPENSES.

Total \$27,193 98

The Chicago & Tomah Railroad — Earnings and Expenses.

THE CHICAGO & TOMAH RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1879.	1880.
	\$	\$
January	1,585 70	3,199 27
February	1,365 33	3,512 63
March	1,465 80	3,021 39
April	1,402 96	1,865 60
May	1,474 61	1,897 76
June	1,675 52	2,707 65
July	1,544 20	.....
August	1,714 97	.....
September	2,790 68	.....
October	3,506 26	.....
November	2,822 86	.....
December	3,151 40	.....
Totals	24,500 29	.....

EXPENSES.

	\$	\$
January	903 84	1,511 41
February	778 35	1,222 88
March	835 50	1,261 95
April	799 66	1,237 66
May	840 52	3,268 98
June	955 05	4,617 37
July	880 19	.....
August	977 53	.....
September	1,531 24	.....
October	1,998 56	.....
November	1,609 03	.....
December	1,791 98	.....
Totals	13,951 45	.. . . .

Galena & Wisconsin Railroad — Earnings and Expenses.

THE GALENA & WISCONSIN RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1876.	1877.	1878.	1879.	1880.
	\$	\$	\$	\$	\$
January	1,749 87	1,583 49	2,243 90	Not opera- rated.	{ 7,591 11 ¹
February	1,686 56	1,025 40	1,825 85		
March	{ 1,636 71	1,549 77	1,499 32		
April			1,468 71		
May	1,182 37	1,754 84	1,708 00	Not opera- ted.	1,427 57
June	2,567 64	1,735 00	1,267 52		2,036 79
July	{ 2,300 30	1,663 86	Balance of year not operated.	861 70	.....
August		1,336 21		1,676 75	.....
September		1,344 60		1,583 40	.....
October		1,254 54		1,232 70	.....
November	2,397 43	1,783 52		1,600 72	.....
December	1,721 88	1,984 19		1,706 92	.....
Totals	16,833 78	17,014 92	10,012 80	8,362 19	.....

EXPENSES.

	\$	\$	\$	\$	\$
January	1,244 31	1,033 27	847 30	Not opera- ted.	{ 5,750 20 ²
February	1,186 56	940 75	1,169 38		
March	{ 1,002 94	923 03	1,015 46		
April			1,077 60		
May	1,046 24	927 46	1,084 90	Not opera- ted.	2,459 03
June	1,237 87	989 22	1,216 73		5,932 38
July	{ 1,326 22	1,111 02	Not opera- ted.	1,490 65	.....
August		1,285 06		1,045 00	.....
September		1,170 35		1,236 20	.....
October		1,115 89		1,097 88	.....
November	883 75	1,300 44		894 31	.....
December	1,088 80	1,300 44		1,346 37	.....
December	1,312 86	836 67			.....
Total	10,329 05	11,633 16	6,411 36	7,110 41	.....

¹ For four months ending April 30.² For four months ending April 30.

Recapitulation of Earnings and Expenses.

RECAPITULATION OF EARNINGS AND EXPENSES.

The following is a recapitulation of the annual receipts and operating expenses of the several roads of this state, for a series of years, commencing with 1870:

EARNINGS AND EXPENSES.

Year.	Earnings.		Expenses.		Year.	Earnings.		Expenses.	
CHICAGO, MILWAUKEE & ST. PAUL.					CHICAGO & NORTHWESTERN.				
	\$	cts.	\$	cts.		\$	cts.	\$	cts.
1870	7,193,142	01	4,832,338	88	1870	12,203,409	20	7,026,099	49
1871	6,491,602	02	3,850,354	56	1871	11,008,280	46	6,244,505	96
1872	6,722,417	29	4,695,615	97	1872	12,272,063	98	7,169,808	39
1873	8,731,667	14	6,583,662	74	1873	13,816,464	59	9,375,632	56
1874	8,473,956	36	5,752,615	29	1874	13,361,690	46	8,597,391	14
1875	7,780,802	05	5,093,634	67	1875	12,811,228	51	8,047,476	46
1876	7,710,215	22	4,877,368	94	1876	12,467,542	57	6,778,528	58
1877	7,818,324	86	4,478,975	68	1877	12,129,394	83	6,430,391	07
1878	8,226,501	12	4,728,126	57	1878	13,791,179	26	6,598,895	82
1879	9,668,320	40	5,403,359	35	1879	14,998,752	10	6,767,474	79
78,817,088		47	50,296,052 65		128,860,005		96	73,036,204 26	

WESTERN UNION.					MINERAL POINT.				
	\$	cts.	\$	cts.		\$	cts.	\$	cts.
1870	766,937	85	617,982	51	1870	106,394	66	76,288	42
1871	842,169	22	638,373	20	1871	98,066	90	86,133	78
1872	847,111	21	702,960	18	1872	115,043	06	105,528	42
1873	1,137,634	23	878,241	37	1873	128,122	33	98,614	88
1874	1,123,107	81	768,164	21	1874	124,685	99	112,468	99
1875	1,160,430	01	830,287	53	1875	114,840	72	146,551	93
1876	1,047,915	40	799,369	42	1876	118,301	80	132,233	65
1877	1,025,058	79	699,019	43	1877	118,968	01	75,143	86
1878	1,061,731	44	753,775	70	1878	128,375	21	85,975	86
1879 ¹	482,412	40	343,659	50	1879	106,590	72	72,775	09
9,494,508		36	7,031,883 05		1,159,389		40	991,714 88	

¹ Included with the Chicago, Milwaukee & St. Paul, after July, 1879.

Recapitulation of Earnings and Expenses.

Year.	Earnings.	Expenses.	Year.	Earnings.	Expenses.
CHICAGO, ST. PAUL & MINNEAPOLIS			MADISON & PORTAGE.		
1871	\$ 159,664 64	\$ 74,699 11	1871	\$ 21,511 20	\$ 22,209 06
1872	403,202 10	259,059 86	1872	38,241 60	30,051 97
1873	869,188 99	591,974 90	1873	30,516 65	29,302 90
1874	884,920 10	697,107 54	1874	32,174 60	30,109 63
1875	827,678 62	650,911 33	1875	31,269 18	36,484 39
1876	810,368 67	624,955 06	1876	34,080 85	40,132 14
1877	775,498 45	780,293 99	1877	43,352 72	31,862 72
1878	942,344 69	566,495 78	1878	31,507 17	30,251 77
1879	1,193,911 28	676,833 68	1879	.....	.....
	6,866,777 54	4,923,331 25		262,653 48	250,404 58
NORTH WESTERN UNION.			WISCONSIN VALLEY.		
1873	\$ 68,344 27	\$ 29,856 57	1873	\$ 24,900 88	\$ 21,636 42
1874	238,198 04	91,066 35	1874	79,252 71	61,255 12
1875	250,001 55	134,736 14	1875	146,389 81	91,211 30
1876	275,683 89	156,621 29	1876	185,134 48	121,393 38
1877	266,314 26	129,278 10	1877	185,236 61	104,539 50
1878	289,939 10	156,985 41	1878	196,909 72	107,587 31
1879	288,632 94	214,304 16	1879	225,953 32	133,567 38
	1,677,114 05	912,848 02		1,043,777 53	641,190 41
WISCONSIN CENTRAL.			MIL., LAKE SHORE & WESTERN.		
1873	\$ 188,161 54	\$ 112,063 11	1874	\$ 153,546 42	\$ 122,265 92
1874	620,454 96	373,676 62	1875	182,137 75	139,984 44
1875	632,664 88	380,006 34	1876	200,372 41	142,893 36
1876	720,367 04	427,411 46	1877	229,263 08	172,029 58
1877	734,235 19	474,653 38	1878	250,130 68	197,797 08
1878	733,819 30	474,497 06	1879	315,943 18	187,983 96
1879	852,556 27	497,138 75		1,331,413 52	962,954 34
	4,482,259 78	2,739,446 72			

¹ Included with the C. M. & St. P. after Sept 1, 1873.

Recapitulation of Earnings and Expenses.

Year.	Earnings.	Expenses.	Year.	Earnings.	Expenses.
SHEBOYGAN & WESTERN.			GALENA & WISCONSIN.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1874	115,859 89	107,289 96	.....	.....	.....
1875	122,401 10	101,864 40	.....	.....	.....
1876	120,780 87	79,900 96	1876	16,833 78	10,329 05
1877	100,022 15	75,083 17	1877	17,014 92	11,633 16
1878	93,696 72	72,992 47	1878	¹ 10,012 80	6,411 36
1879	68,661 17	88,002 09	1879	8,662 19	7,110 41
	621,421 90	525,133 05		52,523 69	35,483 98
GREEN BAY & MINNESOTA.			CHIPPEWA FALLS & WESTERN.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1875	323,303 24	296,548 21	.....	.....	.....
1876	302,236 74	295,133 65	1876	31,023 39	14,317 98
1877	367,310 41	313,766 55	1877	27,368 73	14,285 60
1878	348,785 78	232,750 00	1878	25,682 66	15,502 17
1879	376,615 76	219,089 01	1879	28,308 05	13,968 42
	1,718,251 93	1,357,237 42		112,383 33	58,074 17
NORTH WISCONSIN.			PRAIRIE DU CHIEN & MCGREGOR.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1876	37,708 70	31,021 46	1876	47,167 00	.....
1877	50,190 11	35,934 42	1877	54,167 00	.....
1878	81,949 69	43,634 59	1878	54,768 50	.....
1879	85,402 06	37,191 38	1879	55,071 50	27,193 98
	255,250 56	147,781 85		211,174 00	27,193 98
FOND DU LAC, AMBOY & PEORIA.			PINE RIVER VALLEY & STEVENS POINT.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1878	14,710 66	12,306 64	1878	15,500 63	9,112 78
1879	29,928 95	16,264 05	1879	17,782 35	8,709 29
	44,639 61	28,570 69		33,282 98	17,822 07
CHICAGO & TOMAH.			HUDSON & RIVER FALLS.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1870	24,500 29	13,951 45	1879	23,360 61	9,729 55
	24,500 29	13,951 45		23,360 61	9,729 55

¹ Operated but six months.

Railroad Companies Organized Since Last Report.

RAILROAD COMPANIES ORGANIZED SINCE LAST REPORT.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK.	DESCRIPTION OF ROAD.
Feb. 17, 1880..	St. Croix Falls, Superior and Sault Ste. Marie Railroad Company ...	C. C. Washburn, Franklin Steele, William D. Wash- burn, Henry F. Wells, John Martin, Charles J. Martin, Chas. P. Hatch, J. S. Baker, and Gysbert Van Steenwyk.....	\$ 4,000,000 00	From a point on the St. Croix River near the town of St. Croix Falls, to a point on the south shore of Lake Superior, in the town of Superior, Douglas county, with a branch from some point in Burnett county to the Montreal river.
March 10, 1880	Janesville, Beloit and Rockford Railway Company	Henry Palmer, M. C. Smith, Hiram Merrill C. F. G. Col- lins, J. M. Cobb, C. C. Keeler, F. S. Eldred, A. A. Jackson, and S. J. M. Put- nam	150,000 00	Extension of the Monroe branch of the C. Mil. & St. Paul Railway from a point on Sec. 4, T. 2, N. R. 12, to a point in or near the city of Beloit.

Railroad Companies Organized Since Last Report.

RAILROAD COMPANIES ORGANIZED SINCE LAST REPORT — continued.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK.	DESCRIPTION OF ROAD.
March 20, 1880	Rock River Railway Company	Wm. A. Lawrence, Henry Palmer, J. J. R. Pease, W. F. Vankirk, A. P. Love- joy, Henry C. Wicker, Mar- vin Hughitt, Albert Keep, C. C. Wheeler, Edward J. Cuyler and J. B. Redfield...	\$ 75,000 00	From a point on the C. & N. W. R'y, near the city of Janesville, to a point of junction with the line of said C. & N. W. R'y, at or near the village of Afton, in Rock county.
April 6, 1880...	Sheboygan & Western Railway Company (reorganization of the Sheboygan & Fond du Lac R. R.)	Martin L. Sykes, Albert Keep, Marvin Hughitt, Joseph B. Kirkunan and Burton C. Cook	1,500,000 00	From the city of Sheboygan in She- boygan county, <i>via</i> the city of Fond du Lac, to the village of Princeton, in the county of Green Lake.

Railroad Companies Organized Since Last Report.

May 18, 1880..	Milwaukee and Madison Railway Company	William F. Vilas, Angus Smith, Isaac Lain, Albert Keep, Marvin Hughitt, M. M. Kirkman, Charles C. Wheeler, J. B. Redfield and Henry C. Wicker.....	800,000 00	From the city of Milwaukee to the city of Madison.
June 5, 1880..	Milwaukee & Northern Railway Company ...	Jesse Hoyt, Allen S. Appgar, Angus Smith, Guido Pfister, James C. Spencer, Frederic Vogel, and Ephraim Mariber.....	2,200 000 00	From the city of Neenah to the city of Menasha, and connecting said track with M. & N. Railway to some convenient point on the Menominee river, to connect with a railroad to be built across the State of Michigan to Lake Superior.
July 17, 1880..	Sparta and Lake Superior Railway Company	H. Greve, Thos. B. Tyler, S. N. Dickinson, Ira A. Hill, John T. Hemphill, Wm. Lohmiller, M. A. Thayer, R. S. Kingman, D. D. Cheney and Eli O. Rudd.....	6,000,000 00	From Sparta, Monroe Co., Wis., to Ontonagow, in the State of Mich.
Oct. 19, 1880..	Horicon & Berlin Railroad Company	Elson T. Wright, M. H. Brand, Wm. H. Anetin, John C. Coleman and John G. Coleman	500,000 00	For maintaining and operating a railroad already constructed from Horicon, in Dodge Co., to Berlin, in Green Lake Co., Wisconsin.

Railroad Companies Organized Since Last Report.

RAILROAD COMPANIES ORGANIZED SINCE LAST REPORT—continued.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK.	DESCRIPTION OF ROAD.
Oct. 29, 1880..	Marshfield & Neillsville Railroad Company ...	A. L. Smith, J. P. Buck, H. C. Sloan, A. J. Webster, A. Syme, Philetus Sawyer, Wil- liam H. Upham, D. Syme, S. L. Vason, B. J. Stevens, and F. S. Kirkland	\$ 200,000 00	From the village of Marshfield, in Wood county, Wisconsin, to the village of Neillsville, in Clark county, Wisconsin.
Dec. 14, 1880..	Portage & Baraboo.....	J. J. Guppey, W. W. Corning, L. Breese, N. H. Wood, R. B. Wentworth, G. J. Cox, M. M. Davis, D. K. Noyes, C. A. Sumner	250,000 00	From Portage to Baraboo.
Dec. 22, 1880..	Mazomanie, Sauk City and Prairie du Sac Railroad.....	Christian Obrecht, William F. Conger, Paul Lachmund, Conrad Kuoni, Ephraim W. Young, Holmes C. Keysar, John B. Quimby.....	100,000 00	From Mazomanie through the coun- ty of Dane, Columbia and Sauk, to Portage.

Number of Miles of Rail Laid.

**STATEMENT SHOWING NUMBER OF MILES OF RAIL
LAID UPON THE VARIOUS ROADS OF THE STATE,**

from 1850, the year when the first piece of road in the state was opened to the public, down to the close of the year 1880, giving the same by years and that of miles built upon each road, and each year, and the points from and to which the roads were built.

Year	Name of company and location of road.		Miles.
	From —	To —	
	CHICAGO, MILWAUKEE & ST. PAUL R'Y CO.:		
0	Milwaukee	Elm Grove	10.00
1	Elm Grove	Eagle	24.00
2	Eagle	Janesville	36.00
3	Milton	Stoughton	19.10
4	Stoughton	Madison	15.60
4	Milwaukee	Schwartzburg	8.00
5	Schwartzburg	Horicon	42.00
5	Horicon	Waupun	14.00
5	Racine	Delavan	46.40
6	Delavan	Beloit	22.30
6	Brookfield	Watertown	31.80
6	Horicon	Portage	45.00
6	Waupun	Ripon	16.00
6	Madison	Boscobel	71.00
7	Ripon	Berlin	12.00
7	Portage	New Lisbon	40.00
7	Watertown	Columbus	22.30
7	Boscobel	Prairie du Chien	28.00
7	Watertown	Sun Prairie	26.00
7	Janesville	Monroe	34.00
7	Illinois State Line	Mineral Point	31.00
8	New Lisbon	La Crosse	61.00
0	Rush Lake Junction	Omro	9.20
4	Columbus	Portage	28.00
4	Brookfield	Milwaukee	13.00
8	Omro	Winneconne	5.00
8	Calamine	Belmont	10.00
9	Schwartzburg	Prairie du Chien Line	6.00
9	Sun Prairie	Madison	12.00
0	Madison	Portage	39.00
0	Elkhorn	Eagle	16.50
0	Belmont	Platteville	8.00
1	Ripon	Oshkosh	20.00
1	Milwaukee	Western Union Junction	22.00
1	Kinnickinnic	Bay View	.72
1	Western Union Junction	State Line	16.00
3	Tomah	Centralia	47.00
4	Centralia	Knowlton	23.00
5	Knowlton	Wausau	19.90
5	La Crosse Bridge	Line	.97
6	Lone Rock	Richland Center	16.00
6	Wausau	1 mile north	1.00
7	New Libson	Necedah	13.00
7	Milwaukee	Cement Mills	1.20

Number of Miles of Rail Laid.

Year	Name of Company and location of road.		Miles.
CHICAGO, MIL. & ST. P. R'Y Co.—continued:			
	<i>From —</i>	<i>To —</i>	
1878	Viroqua Junction.....	Melvina	10.00
1879	Melvina.....	Viroqua	22.20
1879	Wausau, 1 m. north.....	Jenny	17.30
1879	La Crosse levee .....	.....	.66
1880	Janesville	Beloit	18.84
1880	Brodhead	Albany	7.15
			1053.14
CHICAGO & NORTHWESTERN:			
	<i>From —</i>	<i>To —</i>	
1854	Minnesota Junction.....	Fond du Lac.....	29.00
1854	Beloit	Footville	17.00
1855	Cary.....	Janesville.....	20.00
1855	Milwaukee	Illinois State Line.....	40.24
1859	Janesville.....	Minnesota Junction	57.00
1859	Fond du Lac	Oshkosh.....	17.00
1860	Footville	Magnolia.....	3.00
1861	Oshkosh.....	Appleton	20.00
1862	Appleton.....	Fort Howard.....	28.40
1862	Kenosha	Genoa	27.50
1864	Magnolia	Madison	28.80
1870	Winona Junction.....	Winona	29.00
1871	Fort Howard.....	Marinette	49.45
1871	Genoa	Geneva Lake.....	8.70
1873	Madison	Winona Junction	129.10
1879	Appleton	Water Power.....	3.63
1880	Menominee River	Florence.....	11.00
1880	Janesville.....	Afton.....	6.10
			524.92
NORTHWESTERN UNION:			
	<i>From —</i>	<i>To —</i>	
1873	Milwaukee.....	Fond du Lac.....	62.63
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA:			
	<i>From —</i>	<i>To —</i>	
1868	Warren's Mills	Black River Falls.....	20.50
1869	Black River Falls	Augusta	33.80
1870	Augusta	Menomonie	45.50
1871	Menomonie	Hudson.....	45.70
1871	N. rth Wisconsin Junction ..	New Richmond.....	17.00
1872	Warren's Mills	Elroy.....	32.20
1874	New Richmond	Clayton.....	23.00
1878	Hudson	River Falls	11.90
1878	Clayton	Granite Lake.....	20.00
1879	Granite Lake.....	Six mil. s north	.00
1880	Granite Lake, 6 miles north ..	Cable.....	54.00
1880	.....	Menomonie Spur.....	3.01
1880	.....	Eau Claire Spur.....	2.74
			315.35

Number of Miles of Rail Laid.

Year	Name of company and location of road.	Miles.
CHIPPEWA FALLS & WESTERN:		
<i>From—</i> <i>To—</i>		
1874	Chippewa Falls..... Eau Claire	10.35
FOND DU LAC, AMBOY & PEORIA:		
<i>From—</i> <i>To—</i>		
1877	Iron Ridge Junction..... Fond du Lac.....	29.00
1880	Extended north.....	1.00
		30.00
GREEN BAY & MINNESOTA:		
<i>From—</i> <i>To—</i>		
1871	Green Bay..... New London.....	39.30
1872	New London..... Merrilan.....	108.80
1873	Merrilan..... Marshland.....	61.20
1874	Marshland..... Eastmoor.....	3.00
1876	Onalaska..... LaCrosse.....	6.50
		218.80
MILWAUKEE, LAKE SHORE & WESTERN:		
<i>From—</i> <i>To—</i>		
1871	Manitowoc..... To a point westerly.....	21.40
1872	 To a point within one mile of Appleton.....	20.00
1872	Lake Shore Junction..... Sheboygan.....	48.50
1873	Sheboygan..... Manitowoc.....	25.20
1874	Manitowoc..... Two Rivers.....	6.00
1874	One mile of Appleton..... Appleton.....	1.00
1876	Appleton..... New London.....	21.00
1878	New London..... Clintonville.....	15.70
1879	Clintonville..... Tigerton, 1 mile north.....	19.70
1879	Hortonville..... South.....	11.40
1880	Hortonville, 11.40 miles south Oshkosh.....	11.10
1880	Tigerton, 1 mile north..... Wausau.....	34.00
1880	Eland Junction..... Aniwa.....	11.10
		246.10
PRAIRIE DU CHIEN & MCGREGOR:		
<i>From—</i> <i>To—</i>		
1874	Prairie du Chien..... Iowa State Line.....	1.75
SHEBOYGAN & WESTERN:		
<i>From—</i> <i>To—</i>		
1859	Sheboygan..... Plymouth.....	13.90
1860	Plymouth..... Glenbeulah.....	5.70
1868	Glenbeulah..... Fond du Lac.....	23.40
1871	Fond du Lac..... Princeton.....	35.40
		78.40

Number of Miles of Rail Laid.

Year	Name of company and location of road.	Miles.
WISCONSIN CENTRAL:		
	<i>From — To —</i>	
1871	Menasha Stevens Point	63.55
1872	Stevens Point Unity	47.40
1872	Ashland Penoka Gap	28.80
1873	Unity Worcester	53.30
1876	Worcester Butternut Creek	31.90
1876	Penoka Gap Chippewa Crossing	14.60
1877	Butternut Creek Chippewa Crossing	10.34
1875	Stevens Point Hancock	27.60
1876	Hancock Portage	42.43
1880	Menasha Junction Appleton	2.50
		<u>322.42</u>
WISCONSIN & MINNESOTA:		
	<i>From — To —</i>	
1880	Abbotsford Chippewa Falls	54.00
MILWAUKEE & NORTHERN:¹		
	<i>From — To —</i>	
1870	Schwartzburg Junction Cedarburg	13.70
1871	Cedarburg Plymouth	32.50
1871	Plymouth Menasha	46.00
1873	Hilbert Green Bay	27.00
1874	Green Bay Fort Howard	.50
		<u>119.70</u>
MILWAUKEE & MADISON:		
	<i>From — To —</i>	
1874	Buncombe Platteville	20.00
1877	Phillip's Corners McCormick	10.00
1878	Woolman Lancaster	30.50
1879	Lancaster Junction Montfort, 3½ miles south	13.50
1880	Montfort, 3½ miles north Conley	8.00
1880	Madison Verona	9.45
		<u>91.45</u>
BLACK RIVER:		
	<i>From — To —</i>	
1880	Merrillan, east	4.50

¹ Leased by Wisconsin Central.

Number of Miles of Rail Laid — Recapitulation.

RECAPITULATION.

Year.	Miles.	Year.	Miles.	Year.	Miles.
1850	10.00	1861	20.00	1871	417.73
1851	24.00	1862	55.90	1872	285.70
1852	36.00	1863 .....	.....	1873	405.43
1853	18.10	1864	69.80	1874	88.60
1854	69.60	1865 .....	.....	1875	48.47
1855	162.64	1866 .....	.....	1876	133.43
1856	186.10	1867 .....	.....	1877	62.34
1857	193.80	1868	58.90	1878	89.30
1858	61.00	1869	51.80	1879	93.73
1859	87.90	1870	151.70	1880	233.49
1860	17.90				
Total					3,133.71

Bonded Indebtedness.

BONDED INDEBTEDNESS.

Statement showing the Bonded Indebtedness in aid of railroads, incurred and outstanding in the several counties, towns, cities and villages of the State of Wisconsin, as returned for the year 1880.

COUNTIES.	Total indebted- ness for rail- road aid, Nov. 1, 1880.	Am't of princi- pal provided for by tax levy of 1880.
	\$ cts.	\$ cts.
Ashland	200,000 00	.....
Brown	247,000 00	2,500 00
Burnett	18,666 87	1,333 33 $\frac{1}{2}$
Douglas	25,000 00	.....
Iowa	175,000 00	20,000 00
Lincoln	55,000 00	8,559 20
Manitowoc	216,000 00	.....
Portage	200,000 60	.....
Sheboygan	121,560 00	10,000 00
Wood	127,000 00	10,000 00
Total	\$1,385,226 87	\$52,392 53
TOWN, VILLAGE OR CITY.		
<i>County of Brown —</i>		
City of Fort Howard	20,562 50	281 25
City of Green Bay	100,000 00	.....
<i>County of Calumet —</i>		
Chilton, city	7,600 00	.....
Chilton, town	17,400 90	.....
Charlestown	20,000 00	.....
New Holstein	30,000 00	.....
<i>County of Chippewa —</i>		
Chippewa Falls	27,232 00	.....
<i>County of Clark —</i>		
Pine Valley, ...	10,000 00	1,000 00
<i>County of Columbia —</i>		
Arlington	3,062 50	437 50
Lodi	24,500 00	5,215 00
West Point	3,745 00	500 00

Bonded Indebtedness.

TOWN, VILLAGE OR CITY.	Total indebted- ness for rail- road aid No- vember 1st, 1880.	Am't of prin- cipal provi- ded for by tax levy of 1880.
<i>County of Dane —</i>		
Madison, city	\$1 153,500 00	² \$3,000 00
<i>County of Dodge —</i>		
Williamstown	6,000 00	2,000 00
<i>County of Fond du Lac —</i>		
Fond du Lac, city	165,000 00	.....
<i>County of Grant —</i>		
Fennimore	6,000 00	.....
Lancaster	25,000 00	.....
Liberty	3,000 00	500 00
Mount Ida	3,100 00	500 00
Platteville	8,490 00	6,000 00
Wingville	8,500 00	.....
<i>County of Green Lake —</i>		
Berlin, city	32,737 36	2,000 00
Berlin, town	14,036 16	.....
<i>County of Iowa —</i>		
Mineral Point, city	32,942 50	2,989 50
Mineral Point, town	22,057 50	2,011 50
Waldwick	15,750 00	.....
<i>County of Jefferson —</i>		
Watertown, city	239,250 00	1,770 00
Koshkonong	³ 7,850 00	2,000 00
Jefferson	50,650 00	3,000 00
Waterloo	5,500 00	.....
<i>County of Jackson —</i>		
Alma	12,600 00	1,200 00
Hixton	10,000 00	.....
<i>County of Juneau —</i>		
Necedah	11,600 00	1,450 00
<i>County of La Crosse —</i>		
La Crosse, city	95,000 00	.....
<i>County of Marquette —</i>		
Packwaukee	6,000 00	1,000 00
Westfield	5,000 00	1,200 00

¹ This amount includes all bonded indebtedness, whether railroad or otherwise; the precise amount of each kind cannot be distinguished.

² \$17,500 in the sinking fund applicable to the bonded debt.

³ Two thousand dollars of this amount is contested.

Bonded Indebtedness.

TOWN, VILLAGE OR CITY.	Total indebtedness for Railroad aid, Nov. 1, 1880.		Am't of principal provided for by tax levy of 1880.	
	\$	cts.	\$	cts.
<i>County of Manitowoc—</i>				
Two Rivers, city	12,000	00	1,000	00
Manitowoc, city	75,000	00	.....	
Two Rivers	12,000	00	1,000	00
Schleswig	15,000	00	.....	
<i>County of Marathon—</i>				
Wausau	8,000	00	18,000	00
<i>County of Monroe—</i>				
Sparta	40,000	00	5,000	00
<i>County of Outagamie—</i>				
Appleton, city	73,000	00	3,000	00
Cicero	2,500	00	1,300	00
Black Creek	3,500	00	1,700	00
Bovina	11,600	00	.....	
Hortonia	3,000	00	1,000	00
Seymour, town	1,292	50	1,292	50
<i>County of Portage—</i>				
Stevens Point	20,000	00	.....	
Plover, town	27,282	66	2,500	00
<i>County of Racine—</i>				
Racine, city	¹ 132,000	00	9,000	00
Mount Pleasant	² 43,240 } ⁴ 10,801 } 07	80	³ 14,502	73
<i>County of Richland—</i>				
Richland	3,800	00	3,800	00
<i>County of Rock—</i>				
Beloit, city	110,000	00	8,000	00
Beloit, town	81,200	00	1,728	00
<i>County of Sauk—</i>				
Baraboo	43,335	00	7,500	00
Excelsior	9,209	87	1,250	00
Freedom	5,632	10	750	00
Reedsburg	17,500	00	2,500	00
Winfield	3,500	00	500	00
Greenfield	3,745	00	500	00
<i>County of Sheboygan—</i>				
Sheboygan	231,510	00	1,000	00
Lyndon	15,000	00	3,000	00

¹ Paid from moneys borrowed from the State. ² This amount includes all bonded indebtedness, whether railroad or otherwise; the precise amount of each cannot be distinguished. ³ Judgment in favor of Cornell, with interest from March 27, 1877. ⁴ Judgment in favor of Beckwith, with interest from April 18, 1876. ⁵ In payment of Beckwith bonds and interest.

Bonded Indebtedness.

TOWN, VILLAGE OR CITY.	Total indebted- ness for rail- road aid Nov. 1, 1880.	Am't of princi- pal provided for by tax levy of 1880.
<i>County of Trempealeau—</i>		
Arcadia	\$32,100 00	.....
Preston	29,000 00	.....
<i>County of Vernon —</i>		
Christiana	4,503 00	984 23
Clinton	875 65	875 65
Franklin	6,000 00	1,000 00
Viroqua	25,500 00	.....
<i>County of Wakarusa —</i>		
Delavan	47,000 00	.....
Geneva	47,500 00	3,500 00
<i>County of Waupaca —</i>		
Waupaca, city	32,533 33	.....
Waupaca, town	16,666 66	.....
New London	23,000 00	.....
St. Lawrence	15,000 00	.....
Weyauwega	40,000 00	.....
Larrabee	3,625 00	.....
Little Wolf	5,000 00	.....
Scandinavia	7,200 00	700 00
<i>County of Waushara —</i>		
Hancock	12,500 00	500 00
Plainfield	20,000 00	.....
<i>County of Winnebago —</i>		
Oshkosh, city	103,500 00	.....
Menasha, city (Mil. & Northern R. R.)	33,909 50	.....
Menasha, city (Wisconsin Central*)	37,500 00	.....
Menasha, town (Wisconsin Central*)	12,500 00	.....
Total of towns and cities	\$2,723,757 16	\$125,437 86
Total of counties	\$1,385,226 61	\$52,392 53
Total	\$4,108,983 77	\$177,830 39

* Contested.

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LAWS OF WISCONSIN,

RELATING TO RAILROAD CORPORATIONS AND THE DUTIES OF THE COMMISSIONER.

AMOUNT OF ANNUAL LICENSE FEE.

SECTION 1213. The annual license fees for the operation of such railroads shall be as follows:

1. Four per centum of the gross earnings of all railroads except those operated on pile and pontoon, or pontoon bridges, whose gross earnings equal or exceed three thousand dollars per mile per annum of operated railroad.

2. Five dollars per mile of operated railroad of all railroads whose gross earnings exceed one thousand five hundred dollars per mile per annum, and are less than three thousand dollars per mile per annum of operated road, and in addition two per centum of their gross earnings in excess of fifteen hundred dollars per mile per annum.

3. Five dollars per mile of operated road by all companies whose gross earnings are less than fifteen hundred dollars per mile per annum.

4. Two per centum of the gross earnings of all railroads which are operated upon pile or pontoon, or pontoon bridges, which gross earnings shall be returned as to such parts thereof as are within the state.

One half of such license fee shall be paid at the time the license is issued, and one-half on or before the tenth day of August in each year.

SHALL HAVE PRINCIPAL OFFICE IN THE STATE.

SECTION 1750. Every corporation organized under the laws of this state, except such railroad corporations as own or operate railroads in another state, as well as in this State, in connection with their railroads in this state, shall have its principal office in this state, and shall keep in such office its general and principal books of account, including its stock books; and its principal managing officer or superintendent shall reside within this state. Any corporation which, according to the foregoing provisions, is not required to keep its principal office or books of account within this state, shall, whenever required to do so by the railroad commis-

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sioner, the legislature or any committee thereof, or of either house thereof, or any court of record, produce before such commissioner, legislature, committee or court, its said books of account and stock books; or so many and such parts thereof as may be necessary, and as may be required by such commissioner, legislature, committee or court; or in the discretion of such commissioner, legislature, committee or court, transcripts from such books or such parts thereof as may be required and called for, duly proved and authenticated, may be produced and used as and for the originals; and each such corporation shall designate some office within this state as its principal office, and inform the railroad commissioner of such selection and designation, and such corporation shall keep in such office a list of its stockholders, together with a statement of the number of shares of its stock held by each of them respectively, as shown by its books, which list shall be corrected as often as three times in each year, at the times of closing its stock books, if it shall so often close them, and if it shall not so often close them, then such list shall be corrected once at least in each four months. A failure or refusal to comply with any of the foregoing provisions of this section shall be cause of forfeiture of its franchises, or in the discretion of such commissioner, legislature, committee or court. At least once in each year, each stock corporation shall make and file in its principal office, and keep on file there for the use of its stockholders, a statement and abstract of the assets and liabilities of such corporation, and of its financial transactions for the previous year, which statement shall be verified by the affidavit of the treasurer, or other proper officer of such corporation, and shall contain a brief statement of the sources whence its receipts have been received, stated in classes, and a similar statement of its expenditures, showing the amount disbursed for each class of objects and purposes.

DUTY OF COMMISSIONER.

SECTION 1794. Such commissioner shall inquire into any neglect or violation of the laws of the state by any railroad corporation doing business therein, or by the officers, agents or employes thereof, or by any person operating a railroad. He shall inspect and examine the condition, equipment and manner of management of all railroads, with relation to the public safety and convenience. He shall also examine and ascertain the pecuniary condition and manner of the financial management of every such railroad corporation. Whenever he shall receive any complaint in writing, made by any citizen of this state, of any such neglect or violation of law, and specifying the acts complained of, such commissioner shall investigate the same; and if he shall find such complaint well founded, he may, in his discretion, report the facts to the attorney general, who shall thereupon prosecute an action thereon in the name of, and for the benefit of the party aggrieved, at the expense of the state.

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SECTION 1795. The railroad commissioner shall, on or before the tenth day of February in each year, ascertain and return to the state treasurer the following:

1. The actual cost of each railroad in this state up to, and including the thirty-first day of the next preceding December; and if such railroads shall be partly in and partly out of this state, then the actual cost of so much thereof as is in this state.

2. The total gross receipts resulting from the operation of every such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

3. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

4. The total interest bearing indebtedness of the corporation owning or operating such railroad, and the amount of interest paid by such corporation during the next preceding year, ending on the thirty-first day of December; and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, renewal or operation of any part of such railroad which is not in this state, or for equipment of such part, such railroad commissioner shall ascertain and determine, in such manner as he shall think just and equitable, how much of its indebtedness is justly chargeable to that part of said railroad that is in this state, and how much interest shall have been paid by such corporation, during such year ending on the thirty-first day of the next preceding December, on that part of such indebtedness which is justly chargeable to that part of said railway that is in this state. The president or managing officer of every railroad corporation, and every other person operating any railroad in this state, shall annually, in the month of January, make such reports and returns to such commissioner, verified by the oath of such officer or person, as shall afford the information aforesaid, and as he shall require, and at other times prescribed by him, such other reports and returns, verified as aforesaid, concerning such railroads, their business affairs and management, as he shall require; and for such purpose he may prescribe blank forms, which shall be provided by the secretary of state. Every railroad corporation, company or person operating a railroad, who shall fail to make any such report within the time prescribed therefor, shall forfeit one hundred dollars for each and every day the same shall be delayed. The commissioner shall, on or before the second Monday of January in each year, make a report to the governor of the transactions of his office, for the preceding year, and containing such information, suggestions or recommendations in respect to the matters under his charge as he may deem proper. Three hundred copies of his report, for distribution and exchange, shall annually be bound in cloth, at a cost not exceeding twenty-five cents per copy.

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POWERS OF COMMISSIONER.

SECTION 1796. Such commissioner, in the discharge of his duties, shall have power to examine witnesses, administer oaths, send for persons or papers, and at any and all times may have access to all books and papers of every such railroad corporation in any railroad office in this state; and may copy or extract from the same, and for that purpose may issue subpoenas, requiring the attendance of witnesses and the production of books and papers at such time and place as he may prescribe; and in case of disobedience to any such subpoena, or of a refusal of a witness to testify to any matter as to which he may be legally interrogated, it shall be the duty of the circuit court of any county, on the application of the commissioner, to compel obedience by attachment and proceeding for a contempt as in case of disobedience of a subpoena issued from such court, or a refusal to testify therein.

TO KEEP OFFICE AT CAPITAL.

SECTION 1797. Such commissioner shall keep his office at the seat of government, and shall be provided with a suitable room, necessary office furniture, stationery, books and maps, the expenses thereof to be paid out of the state treasury; but the total sum therefor shall not exceed eight hundred dollars per year. He shall be paid out of the state treasury, in addition to his salary, three dollars per day for traveling expenses, for each day actually traveled in the performance of his duties; and he may, when necessary, employ a clerk at a salary of fifteen hundred dollars per annum, to be paid in like manner. The accounts for all payments authorized by this section, shall be audited only when approved by the governor. Such commissioner and his clerk shall have the right of passing, in the discharge of their official duties, on all railroads and railroad trains, free of charge.

RESTRICTIONS UPON CHARGES.

SECTION 1798. No railroad corporation shall charge, demand or receive from any person, company, or corporation, for the transportation of persons or of property, either by the car-load, or otherwise, a greater sum than it shall charge, demand or receive from any other person, company or corporation, for a like service; or charge, demand, or receive from any person, company or corporation, an unreasonable price for the transportation of persons or property, or for the handling or storage of freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of business. Every railroad corporation shall, upon reasonable notice, when within its power to do so, furnish suitable cars to any person applying therefor for the transportation of freight,

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and shall receive, transport and deliver such freight with reasonable dispatch, and provide suitable facilities for the receiving, handling and delivering of such freight, at any stations upon such railroad. Any railroad corporation which shall violate any of the provisions of this chapter forbidding extortion or unjust discrimination, or any provision of law establishing rates, shall be liable to the person aggrieved in three times the actual damage sustained, besides costs.

TO RECEIVE AND TRANSPORT ACCORDING TO DIRECTIONS OF SHIPPER.

SECTION 1799. Every railroad corporation operating a road shall receive any and all grain offered to it, or to any agent or employe of it, for transportation, and shall make and deliver to the shipper or consignor the usual bill of lading for such grain consigned to any consignee, and shall transport all such grain over its road at the tariff of rates then in force, and according to the preceding section, to the elevator, warehouse or mill to which the same may be directed or shipped by the shipper or consignor, and deliver the same to the consignee at the warehouse or place of storage designated by him for the delivery thereof, if there be any track connecting therewith, by whomsoever laid or owned, over which such corporation shall have the right or privilege to run its cars, and such place of delivery be not more than one-half mile from the railroad of such corporation; and shall make no increased or additional charge for transportation of such grain because of such delivery, nor charge for such delivery, except such sum, if anything, as such corporation shall be actually required to pay to the owner or holder of such connecting track for the use thereof for such delivery.

TRANSPORTATION OF FIREWOOD.

SECTION 1800. No railroad corporation shall be compelled to transport firewood, unless the same shall be piled at some reasonably convenient point on its line, in quantities sufficient to load at least five cars at a time. When that is done, the corporation, upon five days' notice to the nearest station agent or other proper officer, shall, with all convenient dispatch, provide sufficient cars and transport such wood as required by the shipper, at prices per car load not more than the tariff of rates then in force for transportation of rails, fence posts and railroad ties; but such wood shall be loaded and unloaded by the owner, and no railroad company shall be required to so carry wood during the months of June, September, October and November.

TO MAINTAIN STATIONS.

SECTION 1801. Every corporation operating a railroad shall maintain a station at every village, whether incorporated or not,

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having a post office, and containing two hundred inhabitants or more, through or within one-eighth of a mile of which its line of road runs, and shall provide the necessary arrangements, receive and discharge freight and passengers, and shall stop at least one train each day each way at such station, if trains are run on such road to that extent. Every such corporation neglecting or refusing fully to comply with this section, after demand therefor by any resident of such village, shall forfeit not less than twenty-five nor more than fifty dollars for each and every day such neglect or refusal shall continue, one-half to the use of the person prosecuting therefor.

OWNERS OF ELEVATORS MAY CONSTRUCT TRACKS TO RAILROADS.

SECTION 1802. The owner of any elevator, warehouse or mill, at or near any station or terminus of any railroad, may at his own expense, construct a railroad track from such elevator, warehouse or mill to such railroad, and connect with the same by a switch at a point, within a reasonable distance from such station or terminus, and the railroad corporation shall allow such connection. Such side track and switch shall at all times be under the control and management of and be kept in repair and operated for the benefit of such owner or his assigns by such corporation; but the actual cost of so maintaining and operating the same shall be paid monthly by the owner thereof; and in case of his neglect to so pay the same upon demand, the obligation of this section upon any such corporation shall cease until such payment be made in full.

RESTRICTION OF RATES BY CERTAIN COMPANIES.

SECTION 1803. The Chicago, Milwaukee & St. Paul Railway Company, the Western Union Railroad Company and the Chicago & Northwestern Railroad Company, shall not demand, collect or receive a greater compensation for the transportation of persons or property, than is fixed for corresponding distances in the regular published schedule of the tariff rates therefor of the said Chicago, Milwaukee & St. Paul Railway Company, in force on the fifteenth day of June, A. D. 1872, and heretofore filed with the railroad commissioner; and this provision shall apply to all railroads owned, leased or operated by said companies or either of them. Each of said companies in this section named shall sell at all their ticket stations within this state, tickets for five hundred miles, which shall be transferable, and also round trip tickets, good for first-class passengers, to and from any station within this state on their respective lines of road, at the uniform rate of three cents per mile, and with the right to the holder thereof to stop over upon his journey, at any station; but no railroad corporation shall be compelled to accept a single fare of less than five cents. This section shall

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not abridge or control the rates for carrying freight which comes from beyond the boundaries of the state to be carried across or through the state.

NO OFFICER TO BE INTERESTED IN CONTRACTS.

SECTION 1804. No president, director, officer, agent, or employe of any railroad, freight or transportation corporation shall be interested, directly or indirectly, in the furnishing of supplies or materials to such corporation, or in the business of transportation of freight or passengers over the lines owned, leased, controlled or operated by such corporation. No officer of any railroad corporation shall be an officer of any other railroad corporation which owns or controls a parallel or competing line, to be determined by a jury; but this shall not apply to cases where one corporation became responsible for the liability of another, either by advances made or a guaranty of bonds, previous to the first day of March, one thousand eight hundred and seventy-six, nor to any corporation which had prior to that date been authorized to purchase or hold stock in any other railroad corporation, so far as thus authorized.

GUNPOWDER, ETC., NOT TO BE CARRIED ON PASSENGER TRAINS.

SECTION 1805. No railroad corporation shall transport or carry any gunpowder, dynamite, nitro glycerine, or like explosive articles, in any baggage, mail, express or passenger car; and for every violation thereof by any officer or agent of such corporation shall forfeit not less than two hundred nor more than one thousand dollars.

DOORS OF PASSENGER CARS NOT TO BE LOCKED.

SECTION 1806. No door of any car used for transporting passengers upon any railroad shall be locked while such car is in use or occupied by any passenger, nor be locked so as to prevent free exit from the same at all times; and no kerosene oil of less than three hundred degrees test, or other material of an explosive nature shall be used for the purpose of lighting any car used for the transportation of passengers upon any railroad in this state.

TO CARRY AX AND HAND-SAW.

SECTION 1807. Every railroad corporation shall provide and constantly keep in some conspicuous place in every car used for transporting passengers on its road, an ax with a handle, and a hand-saw, both ready for use; and for neglect or failure so to do, shall forfeit twenty-five dollars for each such car not so provided, for each day such failure shall continue.

TRAINS TO STOP BEFORE CROSSING OTHER RAILROADS.

SECTION 1808. Every train of cars and every locomotive, about to cross the track of another railroad, shall come to a full stop

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before arriving at or crossing the track of such other, and within four hundred feet thereof; and the train or locomotive arriving near said crossing first, shall cross and move on first; and every such train or locomotive shall also come to a full stop before crossing or running upon any drawbridge over a stream which is regularly navigated by vessels, during the season when such stream is so used for navigation, and the use of such draw is necessary for the passage of boats, vessels and other crafts navigating the waters of such stream, at a distance from such bridge of not more than six hundred feet; provided, that no such stop need be made before crossing such drawbridge or railroad crossing of railroads operated by the same company, if, at the time an employe of the company shall be standing on such bridge or crossing, with a proper light, by night, or flag, by day, and signal such train to proceed.

SIGN BOARDS TO BE PUT UP, WHISTLE TO BE BLOWN, ETC.

SECTION 1809. Every railroad corporation shall put up and maintain at all times, at every place where their railroad track crosses a public highway, and near such crossing, a large sign board with the following inscription, painted in large letters on each side: "Look out for the cars," in such manner as to be visible on the highway track at least an hundred feet distant on each side of the crossing; and before crossing any highway, except in cities and villages, with any locomotive, the whistle shall be blown, eighty rods from such crossing, and the engine bell rung continuously from thence until the highway be crossed by the locomotive. In all cities and villages, the engine bell shall be rung before and while crossing any street, and no train or locomotive shall go faster, until after having passed all the traveled streets thereof, than at the rate of six miles per hour.

FENCES.

SECTION 1810. Every railroad corporation operating any railroad shall erect and maintain on both sides of any portion of its road (depot grounds excepted), good and sufficient fences, of the height of four and a half feet, with openings, or gates, or bars therein, and suitable and convenient farm crossings of the road for the use of the occupants of the lands adjoining, and shall construct and maintain cattle guards at all highway crossings, and connect their fences therewith, to prevent cattle and other animals from going on such railroad. All roads hereafter built shall be so fenced, and such cattle guards be made within three months from the time of commencing to operate the same, so far as operated. Until such fences and cattle guards shall be duly made, every railroad corporation owning or operating any such road shall be liable for all damages done to cattle, horses, or other domestic animals, or persons thereon, occasioned in any manner, in whole or in part, by the want

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of such fences or cattle guards. But after such fences and cattle guards shall have been in good faith constructed, such liability shall not extend to damages occasioned in part by contributory negligence, nor to defects existing without negligence on the part of the corporation or its agents. A barbed wire fence, consisting of two barbed wires, with at least forty barbs to the rod, and one smooth wire, firmly fastened to posts not more than two rods apart, with one good stay between, the top wire not over fifty-two, nor under forty-eight inches high, and the bottom wire not less than sixteen inches from the ground, or a wire fence consisting of four smooth wires, set in the same manner, except that the stays between posts shall not be more than eight feet apart, shall be deemed a sufficient fence; and no fence shall be required in places where the proximity of ponds, lakes, water-courses, ditches, hills, embankments, or other sufficient protection render a fence unnecessary to protect cattle from straying upon the right of way or track.

LABORER'S LIENS.

SECTION 1815. As often as any contractor for the construction of any railroad or part thereof in progress of construction, shall be indebted to any laborer for thirty days' labor or less, either manual or team labor, or both, including team and driver, performed in constructing such road, such laborer may, within thirty days' after the performance of the number of days' labor for which claim is made, serve notice in writing, signed by him, his agent or attorney, on the corporation either owning or constructing such road, that he claims such indebtedness, stating the amount thereof, the number of days' labor, and the time when performed, and the name of the contractor from whom due, and thereupon such corporation shall be directly liable to such laborer for the amount so due him, provided he bring his action therefor within sixty days after the service of such notice. Such notice shall be served by delivering a copy thereof to an engineer, agent or superintendent in the corporation's employment having charge of the part of the road on which such labor was performed, personally, or by leaving the same at his office or usual place of business, with some person of suitable age therein.

PENALTY AGAINST GAMING.

SECTION 1817. If any railroad corporation or any agent or servant of any such corporation shall suffer any game to be played for gain, or any betting or gambling by means of any game, machine, device or chance of any description whatsoever, in any car, depot, station house, building or other place whatsoever, within the care, custody, possession or control of such corporation, agent or servant, such corporation and such agent and servant shall each forfeit not less than fifty nor more than two hundred dollars for each offense,

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one-half to the use of the person prosecuting; and every such agent or servant shall have authority summarily to arrest, without warrant, any person found in the act of so betting or gambling in any place aforesaid, and bring him before any court of competent jurisdiction, or deliver him to a proper officer to be brought before such court to be dealt with according to law.

PASSENGERS REFUSING TO PAY FARE MAY BE PUT OFF.

SECTION 1818. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage off the cars, on stopping the cars, and using no unnecessary force, at any usual stopping place, or near any dwelling house, as the conductor shall elect.

PENALTIES.

SECTION 1819. If any railroad corporation, its officers, agents or servants, shall violate or fail to comply with any of the provisions of this chapter, for which no forfeiture is otherwise specially provided, such corporation shall, for each and every such violation or failure, forfeit not less than fifty nor more than five hundred dollars, one-half to the person prosecuting, and in addition be liable to the person injured for all damages sustained thereby.

CONSOLIDATION OF LINES AND PURCHASE OF FRANCHISES.

[As amended by chapter 260, Laws of 1880]

SECTION 1833. Any railroad corporation may consolidate its stock, franchises and property with any other railroad corporation, whether within or without the state, when their respective railroads can be lawfully connected and operated together, to constitute one continuous main line, with or without branches, upon such terms as may be agreed upon, and become one corporation, by any name selected, which within this state shall possess all the powers, franchises and immunities, including the right of further consolidation with other corporations under this section, and be subject to all the liabilities and restrictions of this chapter, and such in addition, including land grants and exemptions of land from taxation, as such corporations peculiarly possessed, or were subject to at the time of consolidation or amalgamation, by the laws then in force applicable to them or either of them. Articles stating the terms of consolidation shall be approved by each corporation, by a vote of the stockholders owning a majority of the stock, in person or by proxy, at either a regular annual meeting thereof, or a special meeting called for that purpose in the manner prescribed in section one thousand eight hundred and twenty-six, or by the consent in writing of such stockholders annexed to such articles; and a copy thereof, with the copy of the records of such approval or such con-

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sent, and accompanied by lists of their stockholders and the number of shares held by each, duly certified by the respective presidents and secretaries, with the respective corporate seals affixed, of such corporations, shall be filed for record in the office of the secretary of state, before any such consolidation shall have any validity or effect. Any railroad corporation whose line is wholly within this state, may lease or purchase the railroad, franchises, immunities, and all other property and appurtenances thereof, of any other railroad corporation, when their respective railroads can be lawfully connected and operated together to constitute one continuous main line, with or without branches. But no railroad corporation shall consolidate with or lease or purchase, or in any way become owner of or control any other railroad corporation, or any stock, franchises, rights or property thereof, which owns or controls a parallel or competing line, to be determined by a jury.

CONVEYANCES, LEASES, MORTGAGES AND SATISFACTION TO BE
RECORDED.

SECTION 1839. Every conveyance of lease, deed of trust, mortgage or satisfaction thereof, made by any railroad corporation, of any franchises, real estate, fixtures, or other real property, in pursuance of law, shall be executed and acknowledged in the manner in which conveyances of real estate by corporations are required to be by these statutes, to entitle the same to be recorded, and shall be recorded in the office of the secretary of state, who shall indorse thereon his certificate thereof, specifying the day, hour and minute of its reception, and the volume and page where recorded, which shall be evidence of such facts. Every such record of any such instrument shall from the time of reception have the same effect as to any property in this state described therein as the record of any similar instrument in the office of a register of deeds may have by law, as to property in his county, and shall be notice of the rights and interest of the grantee, lessee or mortgagee, by such instrument, to the same extent as if it were recorded in each and all of the several counties in which any property therein described may be situated.

REPORTS TO STOCKHOLDERS, WHAT TO CONTAIN.

SECTION 1843. Every railroad corporation shall make an annual report to the stockholders of its operations during the year, ending on the thirty-first day of December, which report shall be verified by the affidavit of the secretary, treasurer and superintendent of the corporation, and shall state:

1. The length of road in operation; the length of single track; the length of double track; the weight of the rail per yard.
2. The capital stock actually subscribed, and the amount paid thereon.

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3. The whole cost of the road, showing the amount expended for the right of way, for bridging, grading, iron and buildings, respectively, and for all other purposes incidental to the construction of such road.

4. The amount and nature of its indebtedness, distinguishing the first, second and third mortgage bonds, and the unsecured indebtedness, and the amount due the corporation.

5. The number of through and way passengers, and the rate of fare.

6. The amount received for the transportation of passengers, property and mails, for interest, and from all other sources, respectively.

7. The amount of freight, specifying the quantity in tons or other usual mode of measurement.

8. The amount paid for repairs of the road, buildings, engines and cars, respectively; for fuel, taxes and interest, specifying the indebtedness on which the same is paid; for wages of employes; for salary paid to each officer where it exceeds one thousand dollars per annum, and for any other purpose incidental to the business of transportation, so as to give a complete statement of the entire annual expense of the corporation.

9. The amount of loss to the corporation from casualty.

10. The number and amount of dividends, and when made, and in what manner such dividends have been paid.

11. The amount appropriated to sinking fund, and the manner in which the same has been applied, and the total amount then held by such sinking fund.

12. The number of persons killed or injured, the causes thereof, and whether passengers or persons employed by the corporation.

13. Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of said corporation.

The secretary of each railroad corporation shall mail to every stockholder thereof, who postoffice address is known, a copy of its annual report, and shall file a certified copy thereof with the railroad commissioner, on or before the first day of February.

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CHAPTER 29, LAWS OF 1880.

AN ACT for the protection of passengers on railroad cars, and conferring police powers on conductors and agents, in certain cases.

SECTION 1. In case it shall become necessary for the protection of the passengers on any railroad car from the violent, abusive, profane, or indecent language or conduct of any passenger, the conductor of such train is hereby authorized and empowered to arrest, summarily and without process, such passenger, and remove him to the baggage car, or some safe and secure place on such train, until its arrival at some usual stopping place, when he may be put off the train, and put into the custody of some proper officer for prosecution. If necessary for this purpose, railroad conductors, while in charge of trains, are hereby invested with the powers of sheriffs and constables.

SECTION 2. Any person who shall, while riding in the car, either of a freight or passenger or other train, on any railroad in this State, use or utter indecent, obscene or profane language, in the hearing of other passengers, or riotously or boisterously conduct himself to the annoyance of other passengers, or who shall obtain any money or property from any passenger or person in such car by means of any game or device, or attempt so to do, shall, on conviction thereof, be deemed guilty of a misdemeanor, and be punished by a fine of not exceeding one hundred dollars, or imprisonment in the county jail for a period not exceeding ninety days, or both, in the discretion of the court. Railroad conductors are hereby invested with the powers of sheriffs and constables in regard to offenses under this section, occurring upon trains or cars in their charge, and are empowered to arrest summarily and without process and detain any person violating any of its provisions until the car or train shall arrive at some usual stopping place, where a sheriff, deputy, under sheriff of any county, or constable, or marshal, or policeman of any city or village of this state may be, to whose custody he may deliver such offender, with a written statement, specifying generally in what respect such person has misbehaved; or if there be no such officer present to receive the offender, the conductor may deliver him to the ticket or freight agent at such stopping place, with such statement, who shall detain the offender in his custody, and may exercise the power of sheriffs and constables in regard to persons charged with crimes in doing so, until such officer may be obtained to take charge of the offender, to whom he shall be delivered, with such statement made by the conductor, and such officer shall take the person so offending into custody, and it shall be his duty to forthwith institute a complaint against such person for such offense before a justice of the peace in his county, and such justice shall have jurisdiction to try such offender and to impose the judgment authorized by this section.

SECTION 3. This act shall take affect and be in force from and after its passage and publication.







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